IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

APRIL SESSIONS, 1907.

No. 27. IN EQUITY.

UNITED STATES OF AMERICA, PLAINTIFF,

v.

READING COMPANY AND OTHERS, DEFENDANTS.

Volume III.—GOVERNMENT EXHIBITS.

GOVERNMENT EXHIBIT No. 1.

COAL LANDS OF LEHIGH COAL AND NAVIGATION COMPANY.

A. Statement showing the total number of acres of land in the anthracite producing area of Pennsylvania which the Lehigh Coal and Navigation Company or any company controlled by it owns or holds by lease or other tenure: 13,783 acres 159 perches.

These figures are taken from a statement "O" shown on page 24 of annual report year 1892, viz:

	Acres.	Perches.
Total acreage owned and controlled	13,477	149
Also includes acquisition of such lands since January 1, 1896, viz	306	10
	13,783	159

B. Date, amount, and general location of each separate acquisition of such lands by such companies since January 1, 1896:

Owns undivided half interest in Nichols tract situated in Ryan an,d Schuylkill townships, Schuylkill County, Pa., deed dated April 20 1904, 306 acres 10 perches.

C. The number of acres of such land, if any, which either of such companies in turn leases or subleases to others and the length of term of such last-mentioned leases or subleases:

Owned acreage leased, 983 acres 82 perches, viz, June 1, 1903, to May 31, 1933, thirty years, to Maryd Coal Company, Kentucky Bank and Rieber tracts, with certain reservations, 883 acres 2 perches. September 1, 1898, to September 1, 1910, twelve years, to Beddall Bros., situated in Rahn township and Tamaqua borough, Schuylkill County, 100 acres 80 perches.

Controlled acreage leased, 1,171 acres 61 perches, viz, Alliance Coal Mining Company to Maryd Coal Company, June 1, 1903, to May 31, 1933, thirty years, Brockville tract, 452 acres 2 perches. Alliance Coal Mining Company to T. M. Dodson Coal Company, April 1, 1893, to December 31, 1908, fifteen years, and privilege of extension; extension granted to December 31, 1923 (under date of December 11, 1907), Kaska-William tract, 719 acres 59 perches.

Total owned and controlled acreage leased, 2,154 acres 143 perches.

GOVERNMENT EXHIBIT No. 2.

LEASE OF LEHIGH AND SUSQUEHANNA RAILROAD.

This indenture, made the 28th day of June, A. D. 1887, between The Lehigh Coal and Navigation Company of the first part, and the Central Railroad Company of New Jersey of the second part.

Whereas, by deed bearing date March 31, 1871, a copy of which is hereto annexed marked "Exhibit A," a contract was made between the parties to this indenture, among other things, for the lease of the Lehigh and Susquehanna Railroad and branches to the parties of the second part and for the working of the said railroad by the party of the second part in connection with its railroad in the State of New Jersey; and

Whereas, the party of the second part in the year 1883, desiring to transfer that contract to The Philadelphia and Reading Railroad Company, a deed bearing date May 29, 1883, a copy of which is hereto annexed marked "Exhibit B," was executed between the parties to this indenture and The Philadelphia and Reading Railroad Company, by which deed the contract and lease then subsisting under the deed of March 31, 1871, was converted into a contract and lease defined by the provisions of the deed of March 31, 1871, as the same were modified by the deed of May 29, 1883, and thereupon by another deed of the same date the contract and lease were transferred by The Central Railroad Company of New Jersey to The Philadelphia and Reading Railroad Company; and

Whereas, on the 1st day of January, 1887, the parties of the second part under and by virtue of proceedings in the Circuit Court of the United States took possession of the Lehigh and Susquehanna Railroad and branches, and assumed the control and management of the said railroad and of the property which prior to that time had been held by The Philadelphia and Reading Railroad Company under the contract of March 31, 1871, as modified by that of May 29, 1883; and

Whereas, proceedings have been commenced in the Circuit Court of the United States for the Eastern District of Pennsylvania, to declare that the right of the party of the second part to the said contracts and to the lease and control of the Lehigh and Susquehanna Railroad and branches, has ceased and determined; and alternatively to ascertain and declare the terms of the lease and contract under which the said railroad is and shall be held and managed; and

Whereas, it is deemed advantageous to both the parties to this indenture that the Lehigh and Susquehanna Railroad and branches should be controlled and worked by The Central Railroad Company of New Jersey, in connection with its railroad from Phillipsburg to tidewater, if the terms and conditions of the contract under which the same is to be done are satisfactory to both parties, and if they can agree on the same;

It is therefore mutually covenanted and agreed, that on and after January 1, 1887, the contract, grant or agreement by which The Central Railroad Company of New Jersey holds, or claims or can hold or claim any right to the Lehigh and Susquehanna Railroad, or to the control or management of the same, or to any property described in or to any rights created or granted by the deed of March 31, 1871, or by the deed of May 29, 1883, is set forth and contained in and is de-

fined by the two written instruments above mentioned; and that the terms, conditions, covenants and agreements of every kind set forth or contained in the deed of May 29, 1883, wherever the same differ from the terms, conditions, covenants and agreements set forth and contained in the deed of March 31, 1871, shall be taken as the terms, conditions, covenants and agreements of the contract and lease between the parties to this indenture subsisting on and after January 1, 1887. And all covenants or agreements which by the deed of May 29, 1883, were made on the part of The Philadelphia and Reading Railroad Company, are to be deemed to have been made by and to be performable by The Central Railroad Company of New Jersey, and all conditions, duties or obligations assumed by The Philadelphia and Reading Railroad Company or imposed on their estate or property, and all rights accruing to that company by the deed of May 29, 1883, are to be deemed to be assumed by and to accrue to The Central Railroad Company of New Jersey, and to be imposed on their estate and right in the premises, contract and property derived from The Lehigh Coal and Navigation Company; and all rights conferred on The Lehigh Coal and Navigation Company, and all duties and obligations accruing to them, and all conditions and obligations imposed on them, are to be deemed and taken to be as they are defined in the deed of May 29, 1883, when the terms of that instrument differ from those of the deed of March 31, 1871, excepting only that such of the provisions of the third covenant of the deed of May 29, 1883, as relate to the development of the Lehigh and Wilkesbarre Coal Company's lands, and to the mode of compensation for a deficiency in the stipulated production of those lands, and to the causing of the production of the said lands to pass to or toward its market over the lines of the Lehigh and Susquehanna Railroad and branches, shall be so modified as to read as follows:

"will cause the development of the anthracite lands that may be owned, leased, or controlled by the Lehigh and Wilkesbarre Coal Company and The Central Railroad Company of New Jersey to proceed pari passu with the general development of the anthracite region of Pennsylvania, and in such manner that the said lands shall produce at least six per cent of the total production of the anthracite region in each year till the year ending December 31, 1896, and thereafter shall produce in each year at least five and one-half per cent of the total production of the anthracite region so long as it shall be possible for them to produce at that rate.

"If The Central Railroad Company of New Jersey and The Lehigh Coal and Navigation Company should differ as to the possibility of maintaining the production of the said lands at the stipulated amount, the question of possibility shall be referred to arbitrators, one to be appointed by The Lehigh Coal and Navigation Company and one by The Central Railroad Company of New Jersey, and the two thus chosen shall select a third, and their decision, or that of a majority of them, shall be final and conclusive and binding on the parties hereto.

"If in any year prior to the time at which The Central Railroad Company of New Jersey shall be entitled to claim that the anthracite lands aforesaid can no longer produce anthracite in the stipulated ratio, the production of the said lands shall fall below the stipulated

amount, The Central Railroad Company of New Jersey shall and will use all means that shall be reasonably possible to make up the deficiency in the production of that year by a corresponding excess of production in the next year over the stipulated production for the said next year; and if the said deficiency of production of the preceding year shall not be so compensated, then The Central Railroad Company of New Jersey shall and will pay to The Lehigh Coal and Navigation Company the sum of money which The Lehigh Coal and Navigation Company would have received from the business of the said preceding year if the guaranteed production of the anthracite lands aforesaid had been made; excepting only that if in any such year in which The Central Railroad Company of New Jersey shall be bound as aforesaid to make up the deficiency of production of the preceding year, the failure to produce sufficient anthracite to make up such deficiency from the anthracite lands aforesaid shall have been caused by the occurrence in such year or in the preceding year of a general strike of workmen, or an extensive fire in the collieries, or an extensive flooding of the collieries, and not by the inability of the collieries to produce the required amount of coal under ordinary circumstances, The Central Railroad Company of New Jersey shall for those years be relieved of its obligation to pay to The Lehigh Coal and Navigation Company the sum of money which The Lehigh Coal and Navigation Company would have received from the business of the said years if the guaranteed production of anthracite had been made; and The Central Railroad Company of New Jersey shall and will cause the production of the anthracite lands aforesaid to pass over the lines of the Lehigh and Susquehanna Railroad and branches to markets that can be reached by way of the said railroad lines, and as far as it can be carried toward such markets over said lines, from which lines it shall not be diverted except for an equivalent that shall be satisfactory to The Lehigh Coal and Navigation Company, and that shall have been accepted by them in writing before such diversion shall be made, The Lehigh Coal and Navigation Company agreeing on its part to consent to such diversion when it shall clearly appear that the interests of the Lehigh and Susquehanna Railroad and branches will be thereby promoted," and

Whereas, it is important for the interests of both the parties hereto (as tending to secure enough business for the Lehigh and Susquehanna Railroad and branches to enable The Central Railroad Company of New Jersey to earn sufficient revenues on the Lehigh and Susquehanna Railroad and branches to pay the stipulated rental), that so much as possible of the coal product of The Lehigh Coal and Navigation Company's lands shall be sent to market over the lines of the Lehigh and Susquehanna Railroad and branches and the Central Railroad of New Jersey, it is agreed between the parties hereto that the proviso in the first of the covenants of the party of the first part in the agreement of March 31, 1871, shall be changed so as to read as follows:

"*Provided*, That one-fourth and no more of the coal to be mined annually by The Lehigh Coal and Navigation Company from lands owned, leased, or controlled by it may be sent to market over railroad lines other than the Lehigh and Susquehanna Railroad and

branches in case that by so doing The Lehigh Coal and Navigation Company can realize a larger price or profit than it would have realized from the price at the mines together with its proportion of the freight earnings on such coal on the Lehigh and Susquehanna Railroad and branches if it had been shipped over that railroad; but The Central Railroad Company of New Jersey shall have the option in such cases of buying such coal of The Lehigh Coal and Navigation Company at its mines, paying therefor a price which added to the proportion of the freight earnings on such coal accruing to The Lehigh Coal and Navigation Company shall not be less than that which The Lehigh Coal and Navigation Company would have realized if its coal had been shipped over other lines of railroad. But nothing in this proviso shall be held to limit the shipment of coal by The Lehigh Coal and Navigation Company over the Lehigh and Hudson River Railway to points in the interior of New England, except that the amount of coal shipped by The Lehigh Coal and Navigation Company over the Lehigh and Hudson River Railway, added to the amount that may be sent to market by railroad lines other than the Lehigh and Susquehanna Railroad and branches, shall not in any year exceed twenty-five per cent of the total production of its mines," and

Whereas, it is important for the interests of both the parties hereto as tending to the development of the business of the Lehigh and Susquehanna Railroad and branches that an independent connection with the city of Scranton and with the railroads centering there should be secured for the said railroad, it is agreed between the parties hereto that The Lehigh Coal and Navigation Company shall assign to The Central Railroad Company of New Jersey the contract with the Delaware and Hudson Canal Company of January 27, 1887, a copy of which is hereto annexed marked "Exhibit C," under which it has the right to the unrestricted use of the Delaware and Hudson Canal Company's railroad between Union Junction and Minooka Junction, and shall procure a lease to The Central Railroad Company of New Jersey of the railroad which the Wilkesbarre and Scranton Railway Company is building from Minooka Junction to Scranton; and that The Central Railroad Company of New Jersey shall assume all the duties to the Delaware and Hudson Canal Company which under the said agreement of January 27, 1887, were assumed by The Lehigh Coal and Navigation Company, and shall lease the railroad of the Wilkesbarre and Scranton Railway Company upon terms which shall be generally similar to those of the existing lease of the Lehigh and Susquehanna Railroad and branches, except that the annual rental shall be fixed at the rate of 6 per cent on the cost of the Wilkesbarre and Scranton Railway as the same shall from time to time appear on the books of the said railway company, The Central Railroad Company of New Jersey assuming and paying all taxes that may by any lawful authority be assessed on the property of the Wilkesbarre and Scranton Railway Company, and on the rent or revenue derived by The Lehigh Coal and Navigation Company from said lease, so that The Lehigh Coal and Navigation Company shall receive the rent of 6 per cent on the cost of the Wilkesbarre and Scranton Railway free of all charges whatever; the lease of the

Wilkesbarre and Scranton Railway and the assignment of the contract with the Delaware and Hudson Canal Company being terminable by the party of the first part whenever the lease of the Lehigh and Susquehanna Railroad and branches shall terminate; and that The Central Railroad Company of New Jersey shall operate in connection with the Lehigh and Susquehanna Railroad, the aforesaid roads connecting the Lehigh and Susquehanna Railroad with the city of Scranton and with the railroads centering there; and

Whereas, it has been the purpose of the agreements heretofore made between the parties hereto, as is plainly declared in the deed of March 31, 1871, and elsewhere, that for the public convenience and accommodation and for the interest of the parties hereto, the railroads of the parties hereto, forming a continuous line of railroad from the Wyoming and Lehigh coal fields of Pennsylvania to the waters of the Hudson River at Jersey City, should be worked as one line and under one direction, it is agreed between the parties hereto that if at any time it shall be necessary for the purpose of maintaining the continuity of the said line of railroad and the unity of its management that the Lehigh and Susquehanna Railroad and branches should be operated by The Lehigh Coal and Navigation Company, then The Central Railroad Company of New Jersey shall and will request The Lehigh Coal and Navigation Company to operate the Lehigh and Susquehanna Railroad and branches, and The Lehigh Coal and Navigation Company shall accede to the request and shall operate the Lehigh and Susquehanna Railroad and branches for the account of The Central Railroad Company of New Jersey and at its charge and risk so long as it may remain necessary so to do in order to carry out the purpose of the existing agreements. In that event The Central Railroad Company of New Jersey shall furnish the equipment required, and shall in all other respects carry out the provisions of this agreement and of the deeds of March 31, 1871, and of May 29, 1883, the only change contemplated in the duties of The Central Railroad Company of New Jersey being that in the operation of the Lehigh and Susquehanna Railroad and branches it shall act through The Lehigh Coal and Navigation Company instead of through its own officers. And it is further agreed that when in the opinion of The Central Railroad Company of New Jersey there shall be no longer any necessity for the purposes hereinbefore set forth that The Lehigh Coal and Navigation Company shall continue to operate the Lehigh and Susquehanna Railroad and branches, then The Lehigh Coal and Navigation Company shall surrender to The Central Railroad Company of New Jersey possession of the Lehigh and Susquehanna Railroad and branches and of the equipment belonging to The Central Railroad Company of New Jersey, and The Central Railroad Company of New Jersey shall assume and shall continue the operation of the Lehigh and Susquehanna Railroad and branches under the deeds of March 31, 1871, and of May 29, 1883, and this agreement.

The parties hereto respectively agree that The Central Railroad Company of New Jersey shall and will on or before the first day of January, 1888, deposit with the Fidelity Insurance Trust and Safe Deposit Company of Philadelphia $2,310,000 of the 5 per cent bonds to be secured by the proposed general mortgage of The Central Rail-

road Company of New Jersey, and that these bonds shall be pledged for the payment at maturity of $2,310,000 of the gold loan of The Lehigh Coal and Navigation Company falling due December 15, 1897, the payment of the principal and interest on which amount was assumed by The Central Railroad Company of New Jersey in the second of the covenants of the party of the second part in the agreement of March 31, 1871, these bonds being an additional security to that of the equipment which by the agreement just recited is charged with the payment of the above recited sum; and this being done, that The Lehigh Coal and Navigation Company shall and will on or before the first day of March, 1888, pay to The Central Railroad Company of New Jersey, in cash, such sum as may then stand to the credit of The Central Railroad Company of New Jersey on the books of The Lehigh Coal and Navigation Company for expenditures made on the Lehigh and Susquehanna Railroad and branches under the provisions of the first of the mutual covenants of the agreement of March 31, 1871, and The Lehigh Coal and Navigation Company shall and will thereafter pay The Central Railroad Company of New Jersey, in cash, for all expenditures that may be made under the provisions of the first of the mutual covenants of the agreement of March 31, 1871, as aforesaid, within twelve months from the end of the year in which such expenditures shall have been made: *Provided*, that The Central Railroad Company of New Jersey shall not, at the time when such payments may become due, be in default under the provisions of the agreement of March 31, 1871, or of the agreement of May 29, 1883, or of this agreement.

The parties hereto agree that in case of any breach of covenant or contract by The Central Railroad Company of New Jersey if the same shall not be fully compensated within a reasonable time the party of the first part may at its option declare the deed of March 31, 1871, and the deed of May 29, 1883, and this agreement to be determined, and may exercise all the remedies for enforcing its rights and for the possession of the demised property as the same are conferred by the deed of May 29, 1883.

The parties hereto agree that if anyone claiming under The Central Railroad Company of New Jersey, by virtue of any mortgage or prior grant or agreement, shall at any time set up or pretend that he is entitled to any property or contract or to any benefit or interest in any property which is the subject of the deed of March 31, 1871, or of the deed of May 29, 1883, or of this agreement, but is not bound by the covenants in the deed of May 29, 1883, or by the terms of this agreement, nothing herein contained or which may be done under this agreement shall in any manner affect the right of The Lehigh Coal and Navigation Company to set up any matters in avoidance of that claim which it might do if this deed had never been executed nor the possession and control of the Lehigh and Susquehanna Railroad and branches enjoyed by The Central Railroad Company of New Jersey or acquiesced in by The Lehigh Coal and Navigation Company after January 1, 1887.

And the parties hereto agree that in case of any difference of opinion between them in relation to any of the provisions of this agreement which may be proper subjects of arbitration, the matters

in dispute shall be referred to arbitrators, one to be appointed by The Lehigh Coal and Navigation Company and one by The Central Railroad Company of New Jersey, and the two thus chosen shall select a third, and their decision, or that of the majority of them, shall be final and conclusive.

This agreement shall be binding upon the parties hereto during the continuance of the estate granted and the contract made by the deeds of March 31, 1871, and of May 20, 1871, and shall together with the said deeds constitute one contract between The Lehigh Coal and Navigation Company and The Central Railroad Company of New Jersey, but all the rights and duties created by this agreement or under its provisions shall absolutely cease and determine whenever those deeds shall cease and determine for any consideration, whether by limitation or on account of the act or omission of The Central Railroad Company of New Jersey.

In witness whereof the parties hereto have caused their corporate seals, duly attested, to be hereunto affixed, the day and year first above written.

By order of the board of managers of—

THE LEHIGH COAL AND NAVIGATION COMPANY,
J. S. HARRIS, *President.*

Attest:
S. SHEPHERD, *Secretary.*
[SEAL L. C. & N. Co.]

THE CENTRAL R. R. CO. OF NEW JERSEY,
J. R. MAXWELL, *President.*

Attest:
SAML. KNOX, *Secretary.*
[SEAL C. R. R. Co. of N. J.]

[Acknowledgments follow but are not printed.]

EXHIBIT A.

Articles of agreement, made this 31st day of March, A. D. 1871 between The Lehigh Coal and Navigation Company, a corporation created by and existing under the laws of Pennsylvania, parties of the first part, and The Central Railroad Company of New Jersey, a corporation created by and existing under the laws of the State of New Jersey, parties of the second part.

Whereas, the parties of the first part are the owners of a railroad extending from a point at or near Wilkesbarre, in the State of Pennsylvania, to a point at or near Phillipsburg, in the State of New Jersey, having various branches within the said State, which are hereinafter mentioned, and the parties of the second part are the owners of a railroad beginning at the terminus of the said railroad of the parties of the first part at Phillipsburg aforesaid, and extending in the State of New Jersey to a point on the Hudson River, at Jersey City, and the said roads so connected form a continuous line of railroad from the Wyoming and Lehigh coal fields of Pennsylvania to the Hudson

River aforesaid, and it is deemed desirable for the public convenience and accommodation and for the interest of the parties hereto that the said railroads should be worked as one line and under one direction.

And whereas, the parties of the first part are willing to contract for the working of their said railroad and the branches thereof hereinafter mentioned by the parties of the second part at the cost and risk of the parties of the second part and on fair and equitable terms, and the parties of the second part are willing on such terms to undertake the same:

Now, therefore, this agreement witnesseth, that the parties of the first part, in consideration of the premises and of the faithful performance of the covenants and agreements of the parties of the second part hereinafter mentioned and contained, and by the parties of the second part to be kept and performed, have granted, leased, and demised, and by these presents do grant, lease, and demise unto the parties of the second part, all the railroads of the parties of the first part within the State of Pennsylvania, including their bridge across the Delaware River at Easton, as follows, to wit:

The Lehigh and Susquehanna Railroad, extending from Phillipsburg, in the State of New Jersey, to Union Junction, in Luzerne County, Pa., where it connects with the railroad built by the Union Coal Company, a distance of 105 miles more or less. Also, the railroad known as the Nanticoke Railroad, situated in said Luzerne County, extending from the Lehigh and Susquehanna Railroad at Ashley to the Newport mines, a distance of 8½ miles more or less, with a branch from the same extending to the Lee mines, a distance of 2 miles more or less; extending also from Ashley to Gardner's Switch, a distance of 4½ miles more or less; also extending from Union Junction to the Everhart mines, a distance of 3 miles more or less; and also extending from Mill Creek to the Enterprise mines, a distance of 4 miles more or less. Also, the branch railroad in the county of Luzerne known as the Nescopec Branch, extending from White Haven to Upper Lehigh, a distance of 9 miles more or less. Also, the Nesquehoning Valley Railroad, situated in the counties of Carbon and Schuylkill, extending from Nesquehoning Junction to Tamanend, where it connects with the Catawissa Railroad, a distance of 16½ miles more or less. Also, the Tresckow Railroad in the counties of Schuylkill, Carbon, and Luzerne, extending from the Catawissa Railroad at Silver Brook to the Honey Brook mines, a distance of 6½ miles more or less. Also, the branch railroad in the counties of Northampton and Lehigh known as the Coplay Branch, extending from Laubach station to the furnaces of the Thomas Iron Company, a distance of 1 mile more or less. Also, the branch railroad in the county of Lehigh extending from the railroad near Bethlehem across the Lehigh River to a connection with the North Pennsylvania Railroad at South Bethlehem, a distance of 1,428 feet more or less. Also, the inclined planes in Luzerne County, with all the machinery connected therewith, extending from Ashley to Solomon's Gap station, a distance of 3 miles more or less; together with all sidings, station houses, machine shops, and other appurtenances of said roads and branches; and also all and singular the roadways, and also the franchises of the parties of the first part for main-

taining and working the same and taking tolls thereon and for demanding and receiving compensation for the use of the same. Excepting and reserving out of this demise the Nesquehoning Tunnel and the railroads or railways laid therein and extending beyond the same; and also all railroads and railways extending from breakers into mines.

To have and to hold the said demised railroad and premises unto the parties of the second part, their successors and assigns, from the 1st day of April next ensuing the date hereof for and during the continuance of the charters of the said companies and of any renewals of the same; under and subject nevertheless to all the mortgages existing on the said demised premises: *Provided, however,* That the term of the lease of the Nesquehoning Railroad above mentioned shall not extend beyond the term of nine hundred and ninety-nine years from the 4th of November, 1868, less one day.

And the parties of the second part in consideration of the premises and of the faithful performance of the covenants and agreements of the parties of the first part hereinafter mentioned and contained to be kept and performed by the parties of the first part, have covenanted and agreed, and by these presents do covenant and agree, to and with the parties of the first part as follows, to wit:

First. That they, the parties of the second part, shall and will take and well and efficiently operate at their own cost and risk the said demised premises and all such extensions and additions as may be hereafter made of and to the same under the provisions of this agreement; and shall and will pay to the parties of the first part for the use of the same, at the times hereinafter mentioned, one-third of the gross receipts from the traffic or business of the said demised premises and extensions and additions thereto, without any other deductions therefrom than are hereinafter mentioned.

Second. The parties of the second part shall and will, on the 1st day of April next, purchase all the railroad equipment of the parties of the first part mentioned and described in the inventory hereunto annexed, at the prices mentioned or fixed in said inventory, amounting in the aggregate to the sum of $2,310,000, and in payment of said purchase money the parties of the second part shall and will assume and pay or discharge at or before the maturity thereof $2,310,000 of the 6 per cent bonds of the $5,000,000 gold loan of the parties of the first part falling due December 15, 1897, secured by the mortgage of the demised premises and of said equipment bearing date the 27th of November, 1867, subject to which mortgage this sale is made, the payment or discharges of the said bonds by the parties of the second part to be made by surrender of the same, from time to time, to the trustees of the said last-mentioned mortgage for cancellation, as the said bonds may be purchased or paid by the said parties of the second part, and an equal amount in value of said equipments to be released by the said trustees simultaneously with such surrender till the whole is released on the surrender of the whole amount of bonds assumed as aforesaid. And the parties of the second part shall and will assume the payment of the interest on said amount of the said bonds from and after the 1st day of April next, and shall and will pay or provide for the payment of the interest or coupons of said bonds or of such amount thereof as may be from time to time

outstanding, as well as the taxes thereon, according to the true intent and meaning of the said bonds. And they also agree to maintain and perpetuate the said equipment and to replace such parts as may be destroyed by accident or use, so far as the same may be required to keep the said equipment not released as aforesaid subject to the said mortgage equal in value to the amount of bonds assumed as aforesaid still outstanding; and the said equipment unpaid for shall be subject to annual inspection by the parties of the first part.

Third. The parties of the second part shall and will, on the 1st day of April next, take and pay for at a fair valuation, to be agreed on by the respective superintendents of the parties hereto, all the shop tools and machinery, all tools used in the maintenance of the road, all rails, ties, spikes, and chairs on hand for repairs, and all materials and supplies on hand in the shops or elsewhere, belonging to the parties of the first part.

Fourth. The parties of the second part shall and will, at their own cost and charges, maintain and perpetuate the railroad and premises demised, and shall and will keep and maintain the same in good order and repair and fit for efficient use, and will so return and redeliver up the same at the termination of this lease: *Provided*, That in case of damage to the said demised premises by freshet to the extent of $5,000 or more at any one time the repairs shall be made promptly by the parties of the second part, but at the cost and expense of the parties of the first part.

Fifth. The parties of the second part shall and will furnish, from time to time, at their own cost, the necessary machinery, rolling stock, and equipment of all kinds required for all the business of the demised premises, and carry on the said business at fair prices and with due reference to the interests of both companies. It being the true intent and meaning of this agreement that the demised premises shall be so worked and maintained by the parties of the second part as to secure the largest amount of revenue possible therefrom; but they shall not be bound to perform or do any act or thing which may divert from the railroad of the Lehigh Valley Railroad Company business which naturally belongs to the said railroad.

Sixth. It being understood that the parties hereto of the first part and the Lehigh Valley Railroad Company are competitors in the general railroad business of the Wyoming and Lehigh valleys, the parties of the second part do further covenant and agree that the Lehigh Valley Railroad Company shall not, by any act of the parties of the second part, have or obtain any interest in this agreement which shall be at any time asserted or exercised to the detriment of the parties of the first part, or of the revenues derived from the business of the demised premises, or the future increase thereof; but in case of any contract between the parties of the second part and the Lehigh Valley Railroad Company for merger, lease, or other combination of their interests the annual revenue or gross receipts of the parties of the first part shall never be less than the one-ninth of the aggregate gross receipts derived from the Lehigh Valley Railroad and its branches and the premises hereby demised.

Seventh. The parties of the second part shall and will furnish, from time to time, on reasonable notice, all the cars that may be required by the parties of the first part, or their assigns, to transport

the coal that may be mined by them, or their lessees for the time being, on lands of the said parties of the first part, including their collieries shipping through the Nesquehoning Tunnel, and to transport the same as consigned without unnecessary delay. All coal consigned by the parties of the first part, or their assigns, to points not reached by the roads controlled by the parties of the second part, or by the canals of the parties of the first part, shall be delivered by the parties of the second part to such other roads as will enable it to reach its ultimate destination.

Eighth. The parties of the second part shall and will furnish, on reasonable notice, all cars that may be required for the transportation of coal from any colliery on the line of the said demised roads, or any roads connecting therewith, destined for shipment at Coalport or Mauch Chunk or other shipping point by the canal of the parties of the first part. The rates on said coal from the collieries to the canal, over the road worked by the parties of the second part, shall not exceed the rates charged at the same time on the same portions of said road on coal from the same collieries when destined to same points by railroad: *Provided*, The aggregate charges shall not be less than 16 cents per ton, and that all expenses of shipping from the cars into boats, maintaining the tracks and sidings at the shipping points on said canal, and transferring the coal by shifting engines at said points shall be borne by the parties of the first part.

Ninth. The parties of the second part covenant and agree that on all business passing in whole or in part over said demised railroad and branches, and in whole or in part over the railroad or railroads owned or controlled by the parties of the second part, the said parties of the second part shall and will credit to the said road and branches hereby demised their full pro rata proportion (according to the distance carried on said roads) of all gross receipts derived from such business, subject only to such terminal and other charges as are usual and general; and in prorating the distances to and from the Wyoming Valley they shall be computed as if over the "back track," even when the business is carried over the planes.

Tenth. The parties of the second part further covenant and agree that on coal delivered for transportation by the parties of the first part on sidings at the northern end of the Nesquehoning Tunnel the rates of transportation shall not exceed the rates charged at the same time from Penn Haven to the same points on coal from the Lehigh region, either by the parties of the second part or by the Lehigh Valley Railroad Company.

Eleventh. The parties of the second part further covenant and agree that the provisions of the contract with the Wilkesbarre Coal and Iron Company, as far as they relate to transportation, shall extend to all coal mined in the Wyoming Valley by the parties of the first part, or from their lands by their lessees or assigns, and to coal from collieries in said valley whose product is controlled under existing contracts by the parties of the first part; and upon the termination of the said contract with the said Wilkesbarre Coal and Iron Company, as therein provided, the parties of the second part shall and will transport the said coal at rates not higher than those charged to other parties shipping coal from said region, such rates, if unsatisfactory, to be submitted to arbitration as hereinafter provided.

Twelfth. The parties of the second part shall and will assume and well and faithfully perform all the obligations of the parties of the first part under contracts set out in the schedule annexed to this agreement, as far as they relate to transportation upon the said demised premises, and so far as they are binding on the said parties of the first part, receiving in consideration therefor all the benefits of the said contracts.

Thirteenth. The parties of the second part shall and will keep in proper books, to be provided by them, full and accurate and separate accounts of the business of the road and its branches hereby demised, which shall be open to the inspection and examination of the parties of the first part at all times, upon reasonable request and notice.

Fourteenth. The parties of the second part covenant and agree that all persons traveling over the roads hereby demised in the prosecution of the business of the parties of the first part shall be allowed to pass free of charge, subject to the rules and regulations of the parties of the second part applicable to other persons having the like privileges.

And the parties of the first part do hereby covenant and agree to and with the parties of the second part as follows, to wit:

First. That all coal mined by the parties of the first part on lands now owned by them, or that may be hereafter acquired by them, shall be sent to market over the roads of the parties to this agreement, when destined to points or markets reached by the said roads; and when destined for markets not so reached, it shall be sent as far as practicable over said roads, excepting always coal destined for shipment by canal, and excepting all coal covered by contracts now existing and mentioned in the twelfth of the foregoing covenants of the parties of the second part: *Provided*, That one-fourth of the coal mined annually by the parties of the first part in the Wyoming region may be sent to markets not reached by lines running toward the Delaware River.

Second. The parties of the first part covenant and agree that in case the coal lands now owned and held by them, or that may be hereafter acquired by them, shall be sold, leased, or transferred by them to other parties, all such lands shall nevertheless be subject to the provisions of this agreement.

Third. The parties of the first part covenant and agree that the rates of transportation of coal and other freights upon their canal, between points common to both railroad and canal, shall be arranged from time to time by the parties hereto; and shall conform as nearly as possible to the rates at the time on the railroad between the same points, it being understood that the canal rates may be reasonably below the rates to the same points on the railroad, as heretofore accustomed, so that each shall be used to reach markets and points which can be best supplied by the respective works.

Fourth. The parties of the first part covenant and agree that their corporate rights and privileges shall, at all times, be used in the construction of additional roads and branches when required as herein stipulated, or to aid the parties of the second part in carrying out the provisions of this agreement.

Fifth. The parties of the first part covenant and agree that the parties of the second part shall have the option at any time within

three years from the first day of August next, to lease the canal and its appurtenances, excepting ground and water rents now existing, at a net annual rent of $300,000, assuming in connection therewith the lease of the Delaware Division Canal.

Sixth. The parties of the first part covenant and agree that in case of the nonpayment of interest by them on any of the mortgages now existing on the demised premises, or if necessary to provide the sums due at any time to any sinking fund stipulated for in any of the said mortgages, the parties of the second part shall have the right to pay directly to the trustees of any such mortgage so much of the rent due and payable to the parties of the first part under this agreement as may be necessary for the said purposes.

Seventh. The parties of the first part covenant and agree that they have full power and authority, under the laws of Pennsylvania, to make and execute this lease, transfer, and contract, so as to fully vest the said demised premises and property in the parties of the second part as herein provided; and that the parties of the second part shall have full right to take, occupy, and use the said railroad, with its appurtenances, under the lease, transfer, and contract.

And it is mutually covenanted and agreed by the parties hereto, as follows:

First. That all expenditures required for extending the road or its branches hereby demised, or for additional branches, second track, additional sidings, stations, shops, or other buildings, for improving the alignment of the road at Stony Creek at a cost not exceeding $200,000, and for masonry walls as a protection against freshets, shall be at the expense of the parties of the first part; but no such expense shall be incurred without the consent in writing of the said parties of the first part, which consent shall not be withheld without reasonable cause. All such improvements shall be made by the parties of the second part, and the cost thereof advanced by them if required, they receiving on such advances a semiannual percentage equivalent to the dividends declared during the same period on the stock of the parties of the first part: *Provided*, That such percentage shall not be less than 7 per cent per annum: *And provided also*, That the parties of the first part may at any time refund such advances.

Second. That all railroads or railways with their branches, extensions, sidings, and buildings connected therewith, hereafter constructed under the franchises of the parties of the first part and with the concurrence of both the parties hereto, shall, when and as the same are constructed, be deemed and taken to pass under this agreement as part of the premises hereby demised, and all necessary deeds to carry this covenant into effect shall be executed by the parties hereto upon request of either.

Third. That the parties of the first part shall and will, by and with the consent of the board of managers of the Railroad Car Trust of Philadelphia and of the Lehigh Equipment Trust of Philadelphia, respectively, assign and transfer to the parties of the second part, and the parties of the second part shall and will take by such assignment, all the leases of cars and locomotives made by the said trusts, respectively, to the parties of the first part, and all the cars and locomotives mentioned in the said leases respectively, and described or mentioned in the second inventory hereto annexed. And such assignment being

made, the parties of the second part shall and will thereupon assume and pay all the obligations of the parties of the first part under the said trusts and leases respectively.

Fourth. That all dwelling houses, except station houses, are excepted from this lease. But the parties of the second part may at their own cost erect additional houses on any part of the demised premises and receive the rents of such houses to their own use.

Fifth. That all settlements between the parties and payments of rent by the parties of the second part for the said demised premises shall be made monthly on the fifteenth day of the month, or as soon thereafter as possible.

Sixth. That in case of any difference of opinion between the parties hereto in relation to any of the provisions of this contract, or in case either party shall be dissatisfied with the manner in which the business is done by the other party, the matters in dispute shall be referred to arbitrators to be appointed in the usual manner, whose decision or a majority of them shall be final and conclusive.

Seventh. That in case of any breach of covenant on the part of the parties of the second part, their successors or assigns, and notice thereof given by the parties of the first part, or their assigns, to the parties of the second part, if the same can not or shall not be fully compensated within a reasonable time thereafter, then and in such case the parties of the first part, or their assigns, may, at their option, declare this lease to be terminated and the agreements herein contained to be rescinded, and may thereupon enter on the demised property and premises as and for condition broken, and repossess themselves as of their old and former estate, and may resume, take, use, and enjoy all the rights, privileges, and franchises hereby demised or granted as if this agreement had never been made; and this contract shall from thenceforward be deemed and taken to be utterly ended, saving and excepting the right of the parties of the first part or their assigns to sue for and recover, by any proceedings at law or in equity, compensation for all damages for, or by reason of, any breach or breaches of any covenant or covenants on the part of the parties of the second part, as fully as if this agreement continued in full force; and saving and excepting the rights of the parties of the second part to the previous repayment of all advances made by them for improvements; and also saving and excepting the personal property purchased and paid for by the parties of the second part; but no such option of declaring this lease terminated shall be exercised by the parties of the first part or their assigns while there exists any default under this agreement on their part.

In witness whereof, the said parties have caused their corporate seals to be hereunto affixed, duly attested, the day and year first above written.

By order of the board of managers of—

THE LEHIGH COAL AND NAVIGATION COMPANY,
E. W. CLARK, *President.*
[L. S.] F. MITCHELL, *Secretary.*

CENTRAL RAILROAD COMPANY OF NEW JERSEY,
Per JOHN TAYLOR JOHNSTON, *President.*

Attest:
[L. S.] SAML. KNOX, *Secretary.*

EXHIBIT B.

Articles of agreement, made this 29th day of May, 1883, by and between The Lehigh Coal and Navigation Company of the first part, The Central Railroad Company of New Jersey of the second part, and The Philadelphia and Reading Railroad Company of the third part.

Whereas, The Lehigh Coal and Navigation Company and The Central Railroad Company of New Jersey entered into certain articles of agreement under date of March 31, 1871, a copy of which is hereto annexed, marked "Exhibit A;"

And whereas, the parties hereto are willing to covenant and agree to and with one another as hereinafter set forth:

Now, therefore, this agreement witnesseth, that the parties hereto have covenanted and agreed and do hereby covenant and agree to and with each other as follows:

First. This agreement is to be deemed and taken to have been incorporated into the contract of March 31, 1871 (but only to be operative from and after June 1, 1883), as if originally there written, and each party is to have the same remedies as are provided in the original contract for all rights secured by the contract as thus modified, and as if the said original contract had been herein recited and set forth at length as part hereof; and wherever in this agreement the expression "Lehigh and Susquehanna Railroad and branches" is used, it shall be taken to include all the railroads now or hereafter to be operated under the original contract of March 31, 1871, and this supplemental agreement.

Second. The Central Railroad Company of New Jersey agrees that inasmuch as The Philadelphia and Reading Railroad Company, after it takes possession of The Lehigh and Susquehanna Railroad and branches, will also become responsible for the proper conduct of the business under the provisions of the aforesaid agreement of March 31, 1871, any breach of the covenants of the original contract or of this supplemental agreement by the Philadelphia and Reading Railroad Company shall have the same effect in all respects as if the breach had been committed by The Central Railroad Company of New Jersey.

Third. The Philadelphia and Reading Railroad Company agrees that it will assume and become liable for the faithful execution of all the covenants in the said agreement contained, and on the part of the said The Central Railroad Company of New Jersey to be kept and performed, and will keep, maintain, and fulfill the same according to their full intent and meaning, and will carry out all other contracts made by or on behalf of The Central Railroad Company of New Jersey, in which The Lehigh Coal and Navigation Company may have an equitable interest; will develop the business of The Lehigh and Susquehanna Railroad and branches in accordance with the provisions of the said agreement of March 31, 1871, and the terms of this supplemental agreement; and where additional railroads shall be necessary to develop and secure business in the anthracite coal fields east of the line of The Little Schuykill and Catawissa railroads, will cause them to be built under the provisions of the first and second mutual cov-

enants of the contract of 1871; will cause the development of The Lehigh and Wilkesbarre Coal Company's lands to proceed *pari passu* with that of the lands of The Philadelphia and Reading Coal and Iron Company, so that the production of the two coal estates shall bear to each other the numerical relation of twenty-eight for The Lehigh and Wilkesbarre Coal Company to seventy-two for The Philadelphia and Reading Coal and Iron Company, at least until the production of The Lehigh and Wilkesbarre Coal Company's lands shall reach three million tons per annum, beyond which it shall not be required to be increased, but which shall be maintained till it shall be no longer possible to make the said mines produce at that rate; and if the production of the said lands shall in any one year bear a less ratio to the production of The Philadelphia and Reading Coal and Iron Company's lands than the aforesaid ratio, will send such an amount of coal from The Philadelphia and Reading Coal and Iron Company's, or other anthracite coal lands lying west of Tamanend, over The Lehigh and Susquehanna Railroad from Tamanend, as shall bring the coal tonnage-mileage of the Lehigh and Susquehanna Railroad system up to what it would have been if the above stipulation in regard to the production of The Lehigh and Wilkesbarre Coal Company's lands had been carried out, and will cause the production of the Lehigh and Wilkesbarre Coal Company's lands to pass to or towards its market over the lines of The Lehigh and Susquehanna Railroad and branches. And it further agrees that the rates of transportation of coal or other freight from or to any property in the anthracite region which may at any time be owned, controlled, or operated by The Lehigh Coal and Navigation Company, shall never be higher than the lowest rates given to any other producer or shipper of anthracite coal for similar consignments and like distances, and that it will join with the Central Railroad Company of New Jersey in carrying out the provisions of the contract between The Central Railroad Company of New Jersey and the Alliance Coal Mining Company, of August 10, 1881, a copy of which, marked "Exhibit B," is hereto annexed.

Fourth. And the said The Philadelphia and Reading Railroad Company further covenants and agrees that the aggregate rental of the The Lehigh and Susquehanna Railroad, after the date of this agreement, shall never in any year be less than $1,414,400, but if the one-third of the gross receipts from the operation of The Lehigh and Susquehanna Railroad (settlements for which shall be made monthly as heretofore) shall not amount in any year to the said sum, The Philadelphia and Reading Railroad Company will nevertheless pay at the end of the calendar year such additional sum as will make the rental of The Lehigh Coal and Navigation Company from the said Lehigh and Susquehanna Railroad and branches equal thereto; and in consideration of this undertaking The Lehigh Coal and Navigation Company covenants and agrees that after it shall have received from its one-third of the gross receipts derived from the operation of the said Lehigh and Susquehanna Railroad and branches during any calendar year prior to December 31, 1887, the sum of $1,728,700, or in any calendar year thereafter prior to December 31, 1892, the sum of

$1,885,800, or in any calendar year thereafter the sum of $2,043,000, together with a further sum in each year equal to 7 per cent upon the amounts which shall be charged after December 31, 1882, upon the books of The Lehigh Coal and Navigation Company for payments for right of way or for expenditures made or to be made by The Central Railroad Company of New Jersey or The Philadelphia and Reading Railroad Company for construction, as shown by the accounts rendered or to be rendered by either of the said corporations under the first and second of the mutual covenants in the original agreement of March 31, 1871, it will waive, relinquish, and release, and does hereby waive, relinquish, and release, the surplus or excess of its one-third share of the said gross receipts to the said The Philadelphia and Reading Railroad Company, but nothing herein contained shall be deemed or taken to release The Lehigh Coal and Navigation Company from paying 7 per cent on the amount already advanced by The Central Railroad Company of New Jersey and on the amounts hereafter expended, and which are repayable by The Lehigh Coal and Navigation Company, as provided by the agreement of March 31, 1871, until The Lehigh Coal and Navigation Company shall have refunded such advances. And The Central Railroad Company of New Jersey hereby agrees that the sums herein stipulated to be paid and which it agrees may be paid to The Lehigh Coal and Navigation Company shall be in lieu and satisfaction of the rent reserved in the agreement of May 29, 1883, between The Central Railroad Company of New Jersey and The Philadelphia and Reading Railroad Company (a copy of which, marked "Exhibit C," is hereto annexed) as accruing under the provisions of the agreement of March 31, 1871; and upon the payment by The Philadelphia and Reading Railroad Company to The Lehigh Coal and Navigation Company, its successors and assigns, of the sums herein stipulated to be paid the said The Philadelphia and Reading Railroad Company shall be relieved from said portion of the rental reserved in the agreement of May 29, 1883, aforesaid, and the excess or remainder, if any, of said gross receipts, after making the payments herein stipulated to The Lehigh Coal and Navigation Company, shall be retained by The Philadelphia and Reading Railroad Company for its own use and benefit.

Fifth. And the parties hereto further agree that in case of any difference of opinion between the parties hereto in relation to any of the provisions of this agreement, or in case either party shall be dissatisfied with the manner in which the business is done by the other party, the matters in dispute shall be referred to arbitrators, one to be appointed by The Philadelphia and Reading Railroad Company and one by The Lehigh Coal and Navigation Company, and the two thus chosen to select a third, and their decision or that of a majority of them shall be final and conclusive.

Sixth. And all the parties hereto agree that in case of any breach of covenant on the part of the parties of the second or third part, if the same shall not be fully compensated within a reasonable time, the party of the first part may, at its option, declare the agreement of March 31, 1871, to be terminated and the agreements therein contained and this agreement to be rescinded, and may thereupon enter

on the demised premises as and for condition broken and repossess itself of its old and former estate, and may resume, take, use, and enjoy all its original rights, privileges, and franchises, as if this agreement and the said agreement of March 31, 1871, had never been made.

In witness whereof, the parties hereto have caused their corporate seals, duly attested, to be hereunto affixed, the day and year first above written.

J. S. HARRIS, *President.*

Attest:
S. SHEPHERD, *Secretary.*
[Seal L. C. & N. Co.]

H. S. LITTLE, *President.*

Attest:
SAML. KNOX, *Secretary.*
[Seal C. R. R. Co. of N. J.]

FRANKLIN B. GOWEN, *President.*

Attest:
ALBERT FOSTER, *Secretary.*
[Seal P. & R. R. R. Co.]

EXHIBIT C.

This agreement, made this 27th day of January, A. D. 1887, between the President, Managers, and Company of the Delaware and Hudson Canal Company, hereinafter referred to as the Delaware Company, and The Lehigh Coal and Navigation Company, hereinafter referred to as the Lehigh Company.

Whereas, the Delaware Company did on the 7th day of November, 1886, take control of the Union Coal Company's railroad, hereinafter called the Union Railroad, which railroad had theretofore been operated jointly by the Lehigh Company and the Delaware Company, and has furnished the connection between Union Junction, the terminus of the Lehigh and Susquehanna Railroad of the Lehigh Company, and Scranton; and

Whereas, the Lehigh Company, itself or through the Wilkesbarre and Scranton Railway Company, a corporation controlled by it, has purchased ground for terminal facilities at Scranton, and has located and proposes to build a line between Scranton and a point near Minooka Station, hereinafter called Minooka Junction, and proposes also to build or to procure the building of, and to use, when built, a cut-off line from Laurel Run Station, on the Lehigh and Susquehanna Railroad of the Lehigh Company, to a connection with the Union Railroad near Pittston Station, at a point hereinafter called Pittston Junction; and

Whereas, both parties hereto agree that it is desirable to make such use of the existing lines of railroad as to meet the requirements of the public in the matter of transportation, and for this purpose the Delaware Company is willing to grant permanent rights to the

Lehigh Company for so much of the said Union Railroad as the Lehigh Company may desire to use as hereinafter provided; and

Whereas, the object of this agreement is to furnish the Lehigh Company with a line of railway connecting its present railway at Union Junction with the proposed railway from Minooka Junction to Scranton, and also with the proposed railway from Laurel Run Station to Pittston Junction, over which connecting line its traffic shall pass freely, and from which it can not be excluded by reason of any adverse interest obtaining control of the management of the Delaware Company's line:

Now this agreement witnesseth:

First. That the Delaware Company has granted, demised, and let, and by these presents doth grant, demise, and let, unto the Lehigh Company, for a period of nine hundred and ninety-nine years from the date of this agreement, subject to the reasonable regulation and control of the lessor as to the movement and government of trains, the right to pass with its trains and locomotives over the aforesaid line of the lessor between Union Junction and Minooka Junction, and vice versa, with the right to use in connection with such trains all present or future water stations, sidings, and other facilities necessary for the accommodation of such trains and the traffic to be transported by them, as feeely as if the lessee was the owner of the railroad hereby demised, paying to the lessor, as rent for the demised premises, forty-two and one-half per cent of the gross earnings on all coal, passengers, express, parcel, and freight traffic that shall accrue to such portion of the Union Railroad as it, the lessee, shall use; the total gross earnings in each case being divided in proportion to the actual mileage used of the Union Railway and the Lehigh Company's railroad, provided that if the Lehigh Company shall take water from any of the Delaware Company's water stations, it shall share in the expense of maintaining such stations in proportion to the consumption of water by each of the parties hereto. But the right to haul such traffic over the Union Railroad by the Lehigh Company's locomotives shall not apply to business originating at points north of Scranton on the Delaware Company's lines, or on the connecting lines forming the extensions thereof and destined to points south of Pittston Junction or Wilkesbarre on the Lehigh Company's lines, or on connecting lines forming the extensions thereof or originating at points south of Pittston Junction or Wilkesbarre on the Lehigh Company's lines, or on connecting lines forming extensions thereof, and destined to points north of Scranton, on the Delaware Company's lines, or on connecting lines forming extensions thereof; all of which business shall be hauled by the Delaware Company's locomotives as provided in section third.

Second. The Lehigh Company shall have the right to make a connection between the Union Railroad tracks and the tracks of the line to be built from Laurel Run Station to Pittston Junction, and also a connection between the Union Railroad tracks and the tracks of the Spring Brook Railway near Moosic Station; and also a connection between the Union Railroad tracks and the tracks of the Lackawanna and Bloomsburg Railroad at such point between Moosic and Minooka as may be agreed on with the Delaware, Lackawanna and Western

Railroad Company, it being the true intent of this stipulation to enable the Lehigh Company to secure business from the roads just named; but this right of connecting is not intended to permit it to secure business from other points on the Delaware Company's lines by means of lateral or auxiliary tracks leading thereto from the said Lackawanna and Bloomsburg Railroad and the said Spring Brook Railway, nor to take over the Union Railroad business which having originated at points south of the parallel of latitude passing through Wilkesbarre, shall reach Wilkesbarre by other roads than the Lehigh and Susquehanna Railroad, and shall be destined to points on the Union Railroad east of Wilkesbarre or to other points on the Delaware Company's lines.

Third. It is agreed for the present that through freight traffic originating at or destined to points on the Delaware Company's lines north of Scranton or on connecting lines forming extensions of the Delaware Company's lines; and through freight traffic destined to or originating at points on the Lehigh Company's line south of Wilkesbarre or on connecting lines forming extensions of the Lehigh Company's lines, shall be exchanged at Wilkesbarre, and shall be hauled by the Delaware Company's locomotives over the Union Railroad, and that the Delaware Company, for all such freight hauled by its locomotives over the Union Railroad, shall be entitled in the division of the through rate to be credited with at least forty miles from Wilkesbarre, though the distance so hauled may have been less; and similarly, that on all freight so exchanged and hauled by the Lehigh Company's locomotives south of Wilkesbarre, the Lehigh Company shall be entitled to be credited with at least forty miles; but it is further agreed that after the cut-off line from Laurel Run Station to Pittston Junction shall have been completed, the said exchange shall be made at Pittston Junction, in which case each party hereto shall, as before, be entitled to at least forty miles in the division of the through freight rate. But nothing in this section shall be so construed as to require the Lehigh Company to receive less in the division of the freight rate on business of the Western cooperative lines than it now receives, except it should assent to such a change.

Fourth. Each party hereto will provide its own time-tables for the running of such trains over its lines as it may desire in carrying out the provisions of this agreement, it being understood that the Delaware Company's trains are to have preference over the Lehigh Company's trains of the same class on the Union Railroad.

Fifth. It is agreed that the parties hereto will extend each to the other as good facilities and rates in every respect as it accords to the most favored of the lines with which it may become connected.

Sixth. Each of the parties hereto shall be permitted to examine such of the books and records or other documents or papers of the other party as may be necessary to verify or confirm settlements proposed or made in accordance with the terms of this agreement.

Seventh. It is intended that the rights of trackage hereinbefore granted by the Delaware Company to the Lehigh Company shall continue during the term of this agreement, and that the successors and assigns of either of the parties hereto shall have the rights and

privileges and shall be charged with the duties herein assumed by the parties to this agreement, but the basis of compensation to the Delaware Company for the use of the railroad and other facilities specified in the first section, and the basis of the minimum distances to be charged by either party on through freights as specified in the third section, may be readjusted on the 1st day of January, 1892, and each five years thereafter: *Provided*, That either of the parties hereto shall give ninety days' notice to the other before the expiration of each period of its desire for such readjustment. The basis on which such readjustments shall be made shall be the usual railroad practice existing at the time of such readjustments, and if the two parties shall not be able to agree on this question or on any other question arising under this agreement, the matters in dispute shall be referred to arbitrators, one to be appointed by the Delaware Company and one by the Lehigh Company, and the two thus chosen to select a third, and their decision or that of a majority of them shall be final and conclusive.

Eighth. The Lehigh Company shall have the right to assign its interest in this contract to the Central Railroad Company of New Jersey for the term during which that company shall be the lessee of the Lehigh and Susquehanna Railroad of the Lehigh Company, and the Central Railroad of New Jersey shall thereupon be entitled to have and exercise all the rights and privileges herein granted by this agreement to the Lehigh Company; and the Lehigh Company, upon the termination of the said lease of the Lehigh and Susquehanna Railroad to the Central Railroad Company of New Jersey, shall have the right to resume its rights under this agreement as fully as if they had never been assigned to any other company, but neither of the parties hereto shall have the right to otherwise assign any of its rights under this agreement without the consent in writing of the other party.

Ninth. In case of accident to the trains passing over any part of the Union Railroad that may be used by the Lehigh Company the Lehigh Company and the Delaware Company shall each be held liable for any damage done by such accidents occurring through the neglect or misconduct of its own employees or through the failure or defect of its own equipment. The Delaware Company shall be liable for any damage done through the failure or defect of its roadway or the appurtenances thereto. When damage occurs to the property of the parties hereto through the joint negligence of their employees, neither party shall have recourse against the other, but where damage occurs to the public and one of the parties is compelled to pay the same, the other party contributing to such negligence shall contribute equally to such loss.

Tenth. In case either of the parties hereto shall wilfully violate the terms of this agreement, the other party may terminate the same upon giving six months' notice of its election to do so.

Eleventh. It is agreed that if at any time hereafter the Lehigh Company shall construct or operate any other line beyond Scranton, except as herein provided, this agreement shall cease and determine.

GOVERNMENT EXHIBIT No. 2.—*Lease of Lehigh and Susquehanna Railroad*—Cont'd.

In witness whereof, the said parties hereto have caused their respective corporate seals, duly attested, to be hereunto affixed the day and year first above written.

Sealed and delivered in the presence of

THE PRESIDENT, MANAGERS AND COMPANY OF THE DELAWARE AND HUDSON CANAL COMPANY,
By

[SEAL.] (Signed) R. M. OLYPHANT,
President.

Attest:
(Signed) J. C. HARTT,
Treasurer.

By order of the board of managers of the Lehigh Coal and Navigation Company.

[SEAL.] (Signed) J. S. HARRIS,
President.

(Signed) S. SHEPHERD,
Secretary.

[Recorded in Luzerne and Lackawanna Cos., Pa., in Feb. and Mar., 1887.—Certificate of acknowledgment and record not printed.]

GOVERNMENT EXHIBIT No. 3.

LEHIGH COAL AND NAVIGATION COMPANY.

Shipments of anthracite coal and average prices received f. o. b. Elizabethport, N. J., monthly, by Lehigh Coal and Navigation Company.

1901.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		6,919.00	7,497.00	5,791.00	6,353.00	26,560.00	4,947.10	31,507.10	21,465.10	1,936.10		54,909.10
	average		3.465	4.076	4.324	4.355	4.038	2.686	3.826	1.581	1.235		2.861
February	tons		3,957.00	5,646.10	2,774.00	2,768.00	15,145.10	2,781.15	17,927.05	15,614.00	705.00		34,246.05
	average		3.457	3.889	4.322	4.315	3.933	2.754	3.750	1.597	1.250		2.717
March	tons		8,213.00	9,458.10	5,059.10	3,966.00	26,697.00	3,572.05	30,269.05	21,592.10	5,672.00		57,533.15
	average		3.468	3.880	4.332	4.296	3.901	2.673	3.756	1.580	1.294		2.697
April	tons		9,370.10	11,181.00	7,226.10	8,735.10	36,513.10	3,469.00	39,982.10	14,840.00	9,616.10		64,439.00
	average		3.418	3.683	3.833	3.839	3.682	2.482	3.578	1.583	1.310		2.780
May	tons	383.00	8,144.00	10,126.10	7,858.10	8,004.00	34,516.00	4,060.15	38,576.15	17,064.10	1,812.10		57,453.15
	average	4.200	3.530	3.732	3.881	3.889	3.759	2.316	3.608	1.613	1.392		2.945
June	tons	154.00	10,810.00	9,968.10	7,727.10	6,615.10	35,275.10	3,042.10	38,318.00	18,796.10	3,431.00		60,545.10
	average	4.300	3.568	3.819	4.001	3.990	3.815	2.403	3.703	1.612	1.316		2.919
July	tons		8,038.00	9,674.10	6,970.10	5,252.10	29,935.10	3,896.10	33,832.00	19,134.10	2,090.00		55,056.10
	average		3.628	3.940	4.102	4.072	3.917	2.343	3.739	1.606	1.290		2.903
August	tons		7,381.10	7,034.10	5,842.10	4,975.00	25,233.10	2,985.10	28,219.00	17,957.00	6,836.10		53,012.10
	average		3.632	4.012	4.205	4.186	3.980	2.390	3.812	1.608	1.238		2.733
September	tons	106.00	6,119.00	5,235.00	3,233.00	3,314.10	18,007.10	3,049.00	21,056.10	14,620.10	8,053.00		43,730.00
	average	4.340	3.715	4.132	4.308	4.295	4.053	2.391	3.912	1.606	1.254		2.604
October	tons	192.00	7,094.10	9,529.10	6,536.10	4,386.10	27,739.00	2,845.10	30,584.10	19,666.00	6,858.00		57,108.10
	average	4.440	3.718	4.159	4.313	4.315	4.100	2.360	3.946	1.607	1.235		2.815
November	tons	410.00	7,082.11	7,958.06	5,186.00	4,128.10	24,765.07	2,476.10	27,241.17	15,936.00	8,520.00		51,697.17
	average	4.359	3.690	4.113	4.315	4.331	4.074	2.397	3.922	1.607	1.238		2.760
December	tons		7,366.10	7,161.00	4,819.00	3,660.00	23,006.10	2,090.00	25,096.10	13,476.00	9,605.02		48,177.12
	average		3.675	4.140	4.307	4.307	4.053	2.377	3.913	1.601	1.251		2.736

PAGE BOUND V

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		8,496.10	7,911.10	4,811.10	4,168.10	25,388.00	2,083.10	27,471.10	10,366.00	12,196.15		50,033.05
	average		3.771	4.080	4.320	4.318	4.061	2.508	3.943	1.507	1.257		2.805
February	tons		3,482.04	7,325.10	4,652.00	4,013.10	19,473.04	1,711.10	21,184.14	11,060.00	10,321.18		42,566.12
	average		3.721	4.118	4.314	4.314	4.134	2.500	4.003	1.608	1.257		2.715
March	tons		3,374.00	4,613.10	5,291.10	2,708.00	15,987.00	1,290.90	17,277.00	7,991.10	12,855.00		38,123.10
	average		3.743	4.158	4.304	4.312	4.144	2.546	4.025	1.607	1.276		2.591
April	tons	23.00	7,989.10	8,324.10	9,066.00	9,107.00	34,510.00	3,294.00	37,804.00	14,331.00	15,544.00		67,679.00
	average	4.190	3.618	3.833	3.830	3.957	3.780	2.617	3.678	1.605	1.286		2.690
May	tons	398.10	4,473.00	3,885.10	4,393.00	4,190.10	17,340.10	2,134.00	19,474.10	8,171.10	6,560.00		34,206.00
	average	4.436	3.753	3.907	3.923	3.907	3.883	2.574	3.740	1.892	1.354		2.841
June	tons		195.10	1,032.00	304.00		1,531.10	318.10	1,850.00		5,668.00		7,518.00
	average		7.000	7.043	7.000		7.029	5.309	6.733		3.597		4.368
July	tons			950.00	181.10	267.10	1,399.00	545.00	1,944.00	209.00	7,603.10		9,756.10
	average			6.736	6.496	6.383	6.637	5.581	6.341	4.500	3.562		4.136
August	tons			422.00	258.10	809.00	1,489.10	1,506.00	2,995.10	1,113.00	6,098.10		10,207.00
	average			9.186	7.639	7.354	7.929	5.674	6.792	4.500	3.465		4.554
September	tons	159.00	2,044.10	190.00	1,754.00	1,887.10	6,035.00	2,721.00	8,756.00	1,642.10	2,244.10		12,643.00
	average	9.973	9.616	9.614	9.122	8.874	9.250	5.427	8.062	4.445	2.886		6.673
October	tons	60.00	1,790.00	774.10	1,186.10	1,812.00	5,632.00	2,542.00	8,174.00	1,262.10	8,335.00		17,771.10
	average	11.583	10.344	9.406	9.099	10.765	10.103	5.916	8.801	5.615	1.999		5.384
November	tons		11,354.00	2,972.10	2,591.10	2,627.10	19,545.10	1,952.00	21,497.10	6,607.10	7,597.00		35,702.00
	average		4.966	5.225	5.153	5.116	5.056	3.908	4.961	1.900	1.377		3.632
December	tons		12,708.10	5,652.10	2,695.10	2,621.00	23,677.10	3,285.10	26,963.00	13,119.00	3,932.10		44,014.10
	average		5.407	5.376	5.276	5.196	5.362	4.240	5.226	1.900	1.400		3.893

GOVERNMENT EXHIBIT No. 3.—*Lehigh Coal and Navigation Company—Shipments of anthracite coal and average prices received f. o. b. Elizabethport, N. J., monthly, by Lehigh Coal and Navigation Company*—Continued

1903.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		14,029.00	7,433.00	3,234.10	3,650.00	28,346.10	3,403.00	31,749.10	12,092.00	8,028.10		51,870.00
	average		5.559	5.962	5.655	5.616	5.665	4.791	5.587	1.957	1.346		4.084
February	tons		9,445.10	4,767.00	4,724.00	3,521.10	22,518.00	4,156.10	26,674.10	10,784.00	5,372.10		42,831.00
	average		4.528	5.057	4.939	4.981	4.798	3.554	4.604	1.960	1.381		3.519
March	tons		5,610.10	6,788.10	6,536.10	5,041.10	23,977.00	3,738.00	27,715.00	18,971.10	7,319.00		54,005.10
	average		4.093	4.831	4.830	4.827	4.657	2.782	4.405	1.900	1.352		3.111
April	tons		10,160.00	8,002.00	5,725.10	4,277.00	28,164.10	2,052.10	30,217.00	19,677.b.	6,852.00		56,746.10
	average		4.180	4.381	4.361	4.379	4.308	2.830	4.207	2.020	1.512		3.123
May	tons	324.10	14,456.10	4,877.10	5,155.00	4,271.00	29,084.10	2,316.00	31,400.10	16,343.00	4,931.00		52,674.10
	average	5.07	4.208	4.471	4.474	4.455	4.346	2.759	4.229	2.020	1.534		3.291
June	tons		15,164.00	4,254.10	4,147.00	3,584.10	27,150.00	2,453.10	29,603.10	15,175.00	1,808.00		46,586.10
	average		4.306	4.568	4.580	4.537	4.419	2.692	4.276	2.146	1.600		3.478
July	tons		12,437.00	6,540.10	6,267.00	3,504.00	28,748.10	2,727.10	31,476.00	21,424.00	2,674.10		55,574.10
	average		4.263	4.674	4.659	4.63	4.488	2.695	4.332	2.247	1.604		3.397
August	tons	192.10	7,693.00	11,078.10	6,589.10	2,616.00	28,169.10	3,211.10	31,381.00	11,752.00	2,729.00		45,862.00
	average	4.97	4.238	4.762	4.764	4.74	4.647	2.715	4.449	2.248	1.614		3.716
September	tons		8,367.00	4,588.00	4,868.00	3,221.10	21,044.10	3,246.00	24,290.10	12,668.00	1,651.10		38,610.00
	average		4.219	4.891	4.91	4.913	4.631	2.645	4.367	2.243	1.609		3.551
October	tons		11,172.00	12,883.10	10,707.00	11,213.10	45,976.00	3,368.10	49,344.10	19,240.00	1,929.10		70,514.00
	average		4.205	4.843	4.822	4.84	4.68	2.644	4.543	2.237	1.607		3.834
November	tons		6,529.00	11,899.10	10,026.10	7,602.00	36,057.00	6,453.00	42,510.00	15,907.00	4,310.00		62,727.00
	average		4.235	4.655	4.768	4.776	4.636	2.632	4.332	2.208	1.61		3.606
December	tons		4,633.00	8,984.10	11,550.00	7,689.00	32,856.10	5,832.00	38,688.10	18,318.10	1,376.00		58,383.00
	average		4.349	4.636	4.712	4.751	4.649	2.616	4.343	2.246	1.622		3.621

PAGE BOUND

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		4,659.00	10,954.00	6,763.00	3,163.10	25,539.10	5,039.10	30,579.00	16,170.10	2,539.10		49,289.00
	average		4.36	4.667	4.734	4.715	4.634	2.65	4.307	2.249	1.622		3.494
February	tons		8,329.00	9,096.10	9,273.00	4,881.00	31,579.10	3,505.10	35,085.00	13,670.10	5,225.00		53,980.10
	average		4.35	4.671	4.741	4.742	4.618	2.699	4.426	2.25	1.605		3.602
March	tons	355.00	9,187.10	16,628.00	12,512.00	8,763.10	47,446.00	3,591.10	51,037.10	14,289.10	5,591.00		70,918.00
	average	5.07	4.311	4.492	4.53	4.513	4.475	2.679	4.349	2.251	1.602		3.71
April	tons		9,384.00	8,261.00	8,152.00	6,928.10	32,725.10	3,231.00	35,956.10	11,415.00	5,047.00		52,418.10
	average		4.21	4.383	4.378	4.383	4.332	2.707	4.186	2.252	1.581		3.514
May	tons		9,237.10	14,517.00	9,860.00	7,872.10	41,487.00	3,882.10	45,369.10	10,462.10	4,586.00		60,418.00
	average		4.258	4.478	4.48	4.479	4.43	2.649	4.277	2.282	1.646		3.732
June	tons	48.00	7,691.00	20,181.10	12,515.00	9,280.00	49,715.10	3,413.00	53,128.10	6,815.10	8,115.00		68,059.00
	average	4.78	4.283	4.542	4.554	4.538	4.504	2.308	4.376	2.278	1.671		3.843
July	tons		10,257.00	18,660.10	12,773.10	7,186.10	48,877.10	2,874.00	51,751.10	7,975.00	6,771.00		66,497.10
	average		4.255	4.578	4.615	4.626	4.527	2.54	4.417	2.273	1.654		3.878
August	tons		9,882.00	16,792.10	15,698.00	8,252.10	50,625.00	5,643.10	56,268.10	9,590.10	5,222.10		71,081.10
	average		4.277	4.562	4.594	1.607	4.524	2.51	4.322	2.36	1.639		3.846
September	tons		8,038.00	13,961.00	12,905.10	6,346.00	41,250.10	2,452.00	43,702.10	11,588.00	3,202.00		58,492.10
	average		4.224	4.645	4.719	4.717	4.597	2.578	4.484	2.283	1.664		3.893
October	tons		7,236.10	17,922.10	15,985.00	8,118.10	49,262.10	5,177.00	54,439.10	14,503.10	5,983.00		74,926.00
	average		4.258	4.662	4.775	4.794	4.661	2.646	4.469	2.222	1.568		3.802
November	tons	287.00	8,841.00	14,956.00	11,939.00	7,207.10	43,230.10	5,125.10	48,356.00	16,666.00	3,562.10		68,584.10
	average	5.10	4.205	4.581	4.813	4.865	4.619	2.661	4.411	2.219	1.60		3.732
December	tons		8,870.00	16,318.00	11,029.00	7,339.00	43,556.00	5,818.10	49,374.10	18,288.00	6,004.10		73,667.00
	average		4.161	4.634	4.825	4.864	4.625	2.662	4.394	2.223	1.594		3.627

— GOVERNMENT EXHIBIT No. 3.—*Lehigh Coal and Navigation Company—Shipments of anthracite coal and average prices received f. o. b. Elizabethport, N. J., monthly, by Lehigh Coal and Navigation Company*—Continued.

1905.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		5,447.10	11,024.00	7,629.10	5,172.00	29,273.00	5,299.10	34,572.10	15,147.10	4,851.00		54,571.00
	average		4.167	4.568	4.809	4.867	4.609	2.665	4.311	2.234	1.507		3.491
February	tons		5,217.10	8,137.10	7,083.00	5,027.00	25,465.00	4,168.10	29,633.10	21,910.10	5,839.10		57,383.10
	average		4.205	4.618	4.819	4.870	4.639	2.663	4.361	2.166	1.515		3.233
March	tons		11,567.10	12,699.00	12,738.00	10,655.00	47,659.10	6,298.10	53,958.00	22,688.10	8,237.10		84,884.00
	average		4.156	4.440	4.473	4.458	4.384	2.641	4.180	2.171	1.495		3.383
April	tons		12,507.00	9,356.10	9,255.10	8,347.10	39,466.10	6,891.10	46,358.00	17,877.00	3,083.10		67,318.10
	average		4.210	4.428	4.432	4.429	4.360	2.514	4.086	2.179	1.522		3.462
May	tons		15,154.00	7,031.10	8,201.00	7,609.10	37,996.00	3,368.10	41,364.10	11,693.00	2,562.00		55,619.10
	average		4.203	4.488	4.526	4.528	4.391	2.467	4.234	2.186	1.595		3.662
June	tons		16,873.10	8,256.10	9,512.10	7,649.10	42,292.00	4,864.00	47,156.00	10,992.10	2,131.10		60,280.00
	average		4.246	4.567	4.623	4.609	4.459	2.441	4.251	2.236	1.493		3.785
July	tons	374.00	17,295.10	11,747.10	14,195.00	8,343.10	51,955.10	6,072.10	58,028.00	11,080.00	4,939.00		74,047.00
	average	5.150	4.262	4.683	4.710	4.702	4.557	2.441	4.333	2.188	1.549		3.826
August	tons		20,725.00	13,739.10	14,151.10	10,915.10	59,531.10	7,161.00	66,692.10	12,755.10	6,918.00		86,366.00
	average		4.213	4.707	4.727	4.710	4.540	2.355	4.306	2.229	1.519		3.776
September	tons		18,831.10	11,935.10	13,855.10	12,719.00	57,341.10	7,601.00	64,942.10	8,103.00	6,569.10		79,615.00
	average		4.233	4.757	4.836	4.830	4.620	2.374	4.357	2.211	1.503		3.903
October	tons	67.10	16,984.10	11,726.00	13,786.10	10,271.00	52,835.10	8,803.10	61,639.00	14,747.10	7,203.00		83,589.10
	average	5.150	4.195	4.691	4.879	4.876	4.617	2.521	4.318	2.215	1.486		3.703
November	tons		18,446.10	12,663.00	10,614.00	9,288.10	51,012.00	8,944.10	59,956.10	20,066.10	9,542.00	387.00	89,952.00
	average		4.204	4.722	4.896	4.907	4.605	2.561	4.300	2.150	1.454	1.650	3.507
December	tons		17,256.10	13,649.10	10,276.10	5,784.10	46,967.00	9,206.00	56,173.00	25,294.00	10,885.00		92,352.00
	average		4.211	4.650	4.879	4.868	4.555	2.611	4.238	2.098	1.468		3.326

PAGE BOUND

ERTICAL IN BOOK

1906.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Total.
January	tons		18,581.10	11,336.00	1,907.00	1,706.10	33,621.00	5,826.10	39,447.10	29,433.60	10,300.00	1,353.90	80,553.10
	average		4.185	4.547	4.878	4.882	4.384	2.669	4.13	2.122	1.468	1.55	3.013
February	tons		16,220.10	9,938.00	6,551.10	5,651.10	38,361.10	5,390.00	43,751.10	23,034.10	5,700.10		72,486.10
	average		4.203	4.561	4.798	4.805	4.486	2.656	4.26	2.079	1.471		3.348
March	tons		17,593.10	10,006.10	9,229.16	6,707.10	43,537.00	6,071.00	49,608.00	34,273.10	6,199.06	794.00	90,874.10
	average		4.243	4.715	4.835	4.847	4.570	2.732	4.345	1.947	1.456	1.331	3.217
April	tons		1,916.00	1,533.10	1,751.00	1,537.10	6,738.00	1,593.00	8,331.00	4,959.10	479.10		13,770.00
	average		4.676	4.953	4.889	4.926	4.831	3.361	4.55	2.016	1.391		3.527
May	tons		8,955.00	1,074.10	1,894.10	1,558.10	13,482.10	2,425.00	15,887.10	31,310.10	2,175.00		49,373.00
	average		4.384	4.668	4.632	4.689	4.471	2.881	4.228	1.931	1.528		2.652
June	tons		10,015.10	7,547.10	8,110.10	7,124.00	32,797.10	9,036.10	41,834.00	31,822.00	3,504.00		77,160.00
	average		4.317	4.649	4.673	4.653	4.557	2.759	4.169	1.921	1.421		3.117
July	tons		9,575.10	10,154.10	10,004.10	7,725.00	37,459.10	7,499.10	44,959.00	38,292.00	3,207.00		86,458.00
	average		4.314	4.773	4.774	4.794	4.660	2.708	4.334	1.937	1.527		3.169
August	tons		14,603.00	16,065.10	10,986.10	5,540.00	47,195.00	7,074.00	54,269.00	30,945.00	2,209.10		87,423.10
	average		4.288	4.804	4.80	4.82	4.645	2.639	4.383	1.954	1.491		3.450
September	tons		15,758.00	14,524.00	5,068.00	3,609.00	38,959.00	7,019.00	45,978.00	33,104.00	1,058.00		80,140.00
	average		4.230	4.712	4.857	4.825	4.546	2.681	4.261	1.938	1.537		3.265
October	tons		11,195.00	17,770.10	10,492.00	9,076.10	48,534.00	7,611.10	56,145.10	44,190.00	1,034.10	165.00	101,535.00
	average		4.344	4.665	4.918	4.947	4.698	2.726	4.431	1.932	1.600	1.35	3.31
November	tons		15,412.10	14,695.10	8,797.10	7,231.00	46,136.10	5,993.10	52,130.00	43,822.10			95,952.10
	average		4.205	4.742	4.944	4.951	4.654	2.77	4.438	1.946			3.30
December	tons		15,820.00	13,080.00	11,032.00	8,578.00	48,516.00	8,902.00	57,418.00	34,236.10	905.10		92,650.00
	average		4.280	4.756	4.963	4.98	4.688	2.805	4.396	1.936	1.60		3.457

GOVERNMENT EXHIBIT No. 3.—*Lehigh Coal and Navigation Company—Shipments of anthracite coal and average prices received f. o. b. Elizabethport, N. J., monthly, by Lehigh Coal and Navigation Company*—Continued.

1907.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Screenings.	Total.
January	tons		11,288.00	10,250.10	6,666.10	5,562.10	33,797.10	6,509.10	40,307.00	28,751.10	362.00	97.10		69,518.00
	average		4.245	4.070	4.953	4.969	4.635	2.862	4.349	1.905	1.323	1.440		3.539
February	tons		12,866.10	9,362.00	8,428.10	4,978.00	35,975.00	3,014.10	40,989.10	22,123.00				63,112.10
	average		4.259	4.705	4.867	4.987	4.694	2.840	4.360	1.948			1,015.00	3.553
March	tons		11,309.00	9,889.10	6,331.10	3,481.00	30,122.00	8,205.10	38,327.10	38,454.10	520.10		1,015.00	76,397.10
	average		4.261	4.024	4.778	4.789	4.549	2.830	4.181	1.940	1.000		1,000	3.099
April	tons		9,101.00	13,972.10	18,050.10	14,431.00	55,555.00	8,459.00	64,014.00	45,254.00		1,092.10		110,360.10
	average		4.330	4.502	4.540	4.533	4.511	2.923	4.391	1.952		1.463		3.330
May	tons		10,181.10	14,057.00	14,439.00	13,228.10	49,896.00	7,460.00	57,286.00	44,384.00		393.00	725.00	103,008.00
	average		4.355	4.008	4.004	4.019	4.258	2.943	4.336	1.980		1.409	1.975	3.296
June	tons		8,049.10	11,910.00	10,478.00	8,530.10	39,260.00	6,638.10	45,918.10	46,987.00		509.00	720.00	94,129.10
	average		4.379	4.069	4.703	4.099	4.023	2.966	4.369	1.977		1.425	1.975	3.129
July	tons		6,432.00	12,169.10	8,831.00	8,280.10	35,713.00	7,559.00	43,272.00	39,314.00			720.00	83,306.00
	average		4.364	4.714	4.738	4.728	4.064	2.946	4.347	1.989			1.975	3.230
August	tons		7,422.00	9,747.00	9,304.10	7,605.00	34,026.10	5,263.10	39,289.00	38,275.10			360.00	78,525.10
	average		4.385	4.089	4.758	4.694	4.039	2.982	4.407	1.884			1.975	3.218
September	tons	192.00	8,120.10	10,015.30	11,272.10	10,368.10	39,984.00	8,990.10	48,980.10	38,403.10			578.00	87,962.00
	average	5.000	4.322	4.710	4.845	4.850	4.708	2.915	4.382	2.056			1.975	3.348
October	tons		5,886.10	20,699.00	15,553.10	15,718.00	58,070.00	12,499.00	70,569.00	48,602.10			453.00	119,724.10
	average		4.304	4.792	4.869	4.857	4.786	3.068	4.479	2.094			1.975	3.490
November	tons		8,055.00	13,960.00	15,594.00	14,924.00	52,863.00	9,843.10	62,709.10	42,345.00			524.00	105,578.10
	average		4.282	4.763	4.865	4.877	4.763	3.039	4.463	2.060			1.975	3.516
December	tons		11,755.10	13,980.00	20,910.10	12,085.00	58,041.00	12,137.10	70,778.10	41,031.10			358.00	112,245.00
	average		4.333	4.762	4.857	4.855	4.716	3.030	4.476	2.072			1.975	3.542

1908.

Month.		Lump.	Broken.	Egg.	Stove.	Chestnut.	Total.	Pea.	Total.	No. 1 buckwheat.	No. 2 buckwheat.	No. 3 buckwheat.	Screenings.	Total.
January	tons		3,018.00	6,297.10	6,006.00	5,402.10	21,924.00	6,984.00	28,908.00	34,387.00			373.00	63,670.00
	average		4.383	4.763	4.876	4.883	4.764	2.854	4.327	2.011			1.673	3.00
February	tons		8,766.00	8,740.00	4,821.10	3,521.00	25,848.10	5,995.00	31,743.10	37,692.10	475.00		445.00	70,226.00
	average		4.214	4.708	4.827	4.832	4.579	2.944	4.270	2.029	1.774		1.673	3.039
March	tons		5,022.10	1,183.10	3,423.00	2,630.10	12,259.10	9,350.10	21,610.00	33,064.10			450.00	55,124.10
	average		4.174	4.671	4.818	4.839	4.545	2.947	2.853	2.005			1.673	2.727
April	tons		16,809.10	34,646.10	27,635.00	23,719.00	102,809.00	12,743.00	115,603.00	28,129.10			225.00	143,957.10
	average		4.253	4.469	4.483	4.491	4.442	3.058	4.290	1.995			1.673	3.537
May	tons		13,047.00	17,310.00	14,076.00	10,655.10	55,088.10	6,005.10	61,094.00	23,661.00	439.10		450.00	85,644.10
	average		4.245	4.008	4.023	4.037	4.53	3.05	4.385	2.008	1.73		1.673	3.701
June	tons		13,033.00	19,551.10	12,912.10	11,477.00	57,574.00	7,336.10	64,910.10	24,472.10			460.00	89,783.00
	average		4.397	4.705	4.709	4.643	4.596	3.092	4.426	1.982			1.708	3.748
July	tons		9,558.10	8,881.10	6,269.10	5,374.00	30,083.10	6,455.00	36,538.10	20,739.10	418.10		650.00	58,366.10
	average		4.257	4.744	4.784	4.758	4.60	3.058	4.328	1.978	1.73		1.77	3.445
August	tons		13,298.00	14,159.00	9,886.10	5,048.00	42,391.10	7,561.00	49,952.10	23,592.10	378.00		648.00	74,571.00
	average		4.273	4.803	4.801	4.789	4.694	3.057	4.396	1.966	1.75		1.701	3.60
September	tons		12,280.10	13,714.10	10,314.00	6,473.10	42,782.10	5,116.00	47,898.10	26,993.00	418.10		703.00	76,013.00
	average		4.238	4.830	4.860	4.884	4.694	3.044	4.518	2.044	1.75		1.679	3.598

GOVERNMENT EXHIBIT No. 4.

THE LEHIGH COAL AND NAVIGATION COMPANY,
143 Liberty Street, New York, April 1, 1907.

The prices of "Old Company's Lehigh" coals f. o. b. vessels at Elizabethport, N. J., will be as follows:

	Lump.	Broken.	Egg.	Stove.	Nut.	Pea.	Buck.
Old Company's Lehigh	.....	$4.95	$5.05	$5.05	$5.05	$3.00	$2.35
Old Company's No. 12 Red Ash	.....	.....	5.15	5.15	5.15	.....	.....

The company reserves the right to change these prices at any time, and all sales will be subject to the circular price in force at time that shipment is made, without regard to the date that orders are entered. All sales subject to printed conditions of delivery.

Address orders and shipping directions to

J. B. COX, *Sales Agent.*

See other side for conditions of delivery. [These conditions are not printed in this record.]

A reduction of 50 cents per ton from the above prices will be made on broken, egg, stove, and chestnut shipped during the month of April, 1907.

GOVERNMENT EXHIBIT No. 5.

THE LEHIGH COAL AND NAVIGATION COMPANY,
108 South Fourth Street, Philadelphia, April 1, 1908.

The prices of "Old Company's Lehigh" coal, f. o. b. cars at mines, for line shipment, will be as follows:

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.
Summit	$3.25	$3.50	$3.75	$3.75	$3.75	$2.00	(a)
Greenwood	.....	3.75	3.95	3.95	3.95	2.25	(a)

(a) On application.

The company reserves the right to change these prices at any time, and all sales will be subject to the circular price in force at time that shipment leaves the mines, without regard to the date that orders are entered. All sales subject to printed conditions of delivery.

Railroad manifest weights to govern in all cases.

Address orders and shipping instructions to

RICHARD T. DAVIES,
General Coal Agent.

See other side for conditions of delivery. [These conditions are not printed in this record.]

A reduction of 50 cents per ton from the above prices will be made on broken, egg, stove, and chestnut shipped during the month of April, 1908.

GOVERNMENT EXHIBIT No. 6.

Statement of anthracite coal tonnage, September, 1908.

Interests.	Actual tonnage.					
	Buckwheat No. 1 and larger sizes.		Smaller than Buckwheat No. 1.		Total.	Per cent.
	Tons.	Per cent.	Tons.	Per cent.		
Philadelphia and Reading Ry	898,317	86.37	141,819	13.63	1,040,136	19.96
Previous year	1,065,021	88.71	135,680	11.29	1,201,301	21.79
Lehigh Valley R. R	793,742	87.63	112,067	12.37	905,809	17.38
Previous year	831,794	86.76	126,989	13.24	958,783	17.39
Central Railroad of New Jersey	605,484	85.79	100,297	14.21	705,781	13.54
Previous year	590,057	86.22	94,320	13.78	684,377	12.42
Delaware, Lackawanna and Western R. R	594,409	80.29	145,934	19.71	740,403	14.21
Previous year	661,447	81.23	152,873	18.77	814,320	14.77
Delaware and Hudson Co	452,224	87.66	63,680	12.34	515,904	9.90
Previous year	482,142	85.64	80,858	14.36	563,000	10.21
Pennsylvania R. R	490,295	88.61	63,048	11.39	553,343	10.62
Previous year	435,166	85.38	74,531	14.62	509,697	9.25
Erie R. R	425,471	79.31	111,002	20.69	536,473	10.30
Previous year	469,276	82.02	102,844	17.98	572,120	10.38
New York, Ontario and Western Ry.	189,940	89.09	23,258	10.91	213,198	4.09
Previous year	183,026	87.52	26,093	12.48	209,119	3.79
	4,449,942	85.39	761,105	14.61	5,211,047	100.00
	4,718,529	85.59	794,188	14.41	5,512,717	100.00

Statement of anthracite coal tonnage, year from January 1, 1908, to end of September.

Interests.	Actual tonnage.					
	Buckwheat No. 1 and larger sizes.		Smaller than Buckwheat No. 1.		Total.	Per cent.
	Tons.	Per cent.	Tons.	Per cent.		
Philadelphia and Reading Ry	7,733,929	87.61	1,093,439	12.39	8,827,368	18.77
Previous year	9,201,021	89.26	1,107,049	10.74	10,308,070	20.65
Lehigh Valley R. R	7,039,580	87.46	1,009,669	12.54	8,049,249	17.12
Previous year	7,544,785	88.02	1,026,805	11.98	8,571,590	17.17
Central Railroad of New Jersey	5,447,654	88.13	733,777	11.87	6,181,431	13.15
Previous year	5,728,754	88.55	741,030	11.45	6,469,784	12.96
Delaware, Lackawanna and Western R. R	6,068,518	82.66	1,273,283	17.34	7,341,801	15.61
Previous year	6,286,568	81.45	1,432,101	18.55	7,718,669	15.46
Delaware and Hudson Co	4,222,784	89.76	481,983	10.24	4,704,767	10.01
Previous year	4,209,232	85.77	698,320	14.23	4,907,552	9.83
Pennsylvania R. R	3,926,056	89.49	460,890	10.51	4,386,946	9.33
Previous year	3,936,148	86.32	623,870	13.68	4,560,018	9.14
Erie R. R. Co	4,526,567	83.45	897,788	16.55	5,424,355	11.54
Previous year	4,427,791	82.68	927,327	17.32	5,355,118	10.73
New York, Ontario and Western Ry.	1,880,966	89.39	223,205	10.61	2,104,171	4.47
Previous year	1,755,801	86.77	267,727	13.23	2,023,528	4.06
	40,846,054	86.87	6,174,034	13.13	47,020,088	100.00
	43,090,100	86.33	6,824,229	13.67	49,914,329	100.00

GOVERNMENT EXHIBIT No. 7.

Statement of anthracite coal tonnage, May, 1903.

Interests.	Actual tonnage.						Tonnages based upon percentages.		Difference between actual tonnages and tonnages based on percentages.	
	Buckwheat No. 1 and larger sizes.		Smaller than Buckwheat No. 1.		Total.	Per cent.	Tons.	Per cent.	Increase.	Decrease.
	Tons.	Per cent.	Tons.	Per cent.						
Philadelphia and Reading Ry	945,980	94.13	58,947	5.87	1,004,927	19.49	1,057,072	20.50	.....	52,145
Previous year	305,379	93.22	22,206	6.78	327,585	19.17	350,323	20.50	.....	22,738
Lehigh Valley R. R	747,199	90.54	78,092	9.46	825,291	16.01	806,984	15.65	18,307	.....
Previous year	222,827	91.53	20,629	8.47	243,456	14.25	267,441	15.65	.....	23,985
Central Railroad of New Jersey	557,006	87.92	76,515	12.08	633,521	12.28	603,305	11.70	30,216	.....
Previous year	190,198	90.05	21,016	9.95	211,214	12.36	199,940	11.70	11,274	.....
Delaware, Lackawanna and Western R. R	742,493	88.40	97,476	11.60	839,969	16.29	688,386	13.35	151,583	.....
Previous year	212,194	84.11	40,101	15.89	252,295	14.76	228,137	13.35	24,158	.....
Delaware and Hudson Co	441,363	94.38	26,287	5.62	467,650	9.07	495,019	9.60	.....	27,369
Previous year	163,532	96.49	5,953	3.51	169,485	9.92	164,054	9.60	5,431	.....
Pennsylvania R. R	376,441	91.45	35,201	8.55	411,642	7.98	587,835	11.40	.....	176,193
Previous year	141,622	94.81	7,737	5.19	149,359	8.74	194,814	11.40	.....	45,455
Erie R. R	515,617	88.33	68,141	11.67	583,758	11.32	577,522	11.20	6,236	.....
Previous year	177,549	85.28	30,645	14.72	208,194	12.18	191,396	11.20	16,798	.....
New York, Ontario and Western Ry	216,794	91.68	19,679	8.32	236,473	4.59	159,850	3.10	76,623	.....
Previous year	71,568	74.34	24,707	25.66	96,275	5.63	52,976	3.10	43,299	.....
Delaware, Susquehanna and Schuylkill R. R	146,131	95.37	7,087	4.63	153,218	2.97	180,476	3.50	.....	27,258
Previous year	48,522	95.09	2,507	4.91	51,029	2.99	59,811	3.50	.....	8,782
	4,689,024	90.94	467,425	9.06	5,156,449	100.00	5,156,449	100.00	.....	.....
	1,533,391	89.74	175,501	10.26	1,708,892	100.00	1,708,892	100.00	.....	.....

Statement of anthracite coal tonnage, year 1903, from January 1 to end of May.

Interests.	Actual tonnage.						Tonnages based upon percentages.		Difference between actual tonnages and tonnages based on percentages.	
	Buckwheat No. 1 and larger sizes.		Smaller than Buckwheat No. 1.		Total.	Per cent.	Tons.	Per cent.	Increase.	Decrease.
	Tons.	Per cent.	Tons.	Per cent.						
Philadelphia and Reading Ry	4,640,632	93.50	322,454	6.50	4,963,086	18.76	5,421,933	20.50	.....	458,847
Previous year	3,512,283	94.49	204,841	5.51	3,717,124	19.84	3,840,035	20.50	.....	122,911
Lehigh Valley R. R	4,079,304	91.21	393,114	8.79	4,472,418	16.91	4,139,183	15.65	333,235	.....
Previous year	2,594,031	93.02	194,413	6.98	2,788,444	14.89	2,931,539	15.65	.....	143,095
Central Railroad of New Jersey	2,940,285	89.33	351,228	10.67	3,291,513	12.44	3,094,469	11.70	197,044	.....
Previous year	1,981,435	90.72	202,613	9.28	2,184,048	11.66	2,191,630	11.70	.....	7,582
Delaware, Lackawanna and Western R. R	3,630,437	87.82	503,656	12.18	4,134,093	15.63	3,530,869	13.35	603,224	.....
Previous year	2,426,383	87.15	357,739	12.85	2,784,122	14.86	2,500,706	13.35	283,416	.....
Delaware and Hudson Co	2,503,532	93.82	164,801	6.18	2,668,333	10.09	2,539,052	9.60	129,281	.....
Previous year	1,792,506	95.94	75,844	4.06	1,868,350	9.97	1,798,260	9.60	70,090	.....
Pennsylvania R. R	1,928,823	92.46	157,201	7.54	2,086,024	7.89	3,015,124	11.40	.....	929,100
Previous year	1,707,158	94.58	97,817	5.42	1,804,975	9.64	2,135,434	11.40	.....	330,459
Erie R. R	2,595,000	90.77	263,747	9.23	2,858,747	10.81	2,962,227	11.20	.....	103,480
Previous year	1,921,538	87.90	264,589	12.10	2,186,127	11.67	2,097,971	11.20	88,156	.....
New York, Ontario and Western Ry	1,082,649	88.22	144,503	11.78	1,227,152	4.64	819,902	3.10	407,250	.....
Previous year	693,972	79.16	182,664	20.84	876,636	4.67	580,688	3.10	295,948	.....
Delaware, Susquehanna and Schuylkill R. R	699,717	93.66	47,372	6.34	747,089	2.83	925,696	3.50	.....	178,607
Previous year	502,879	96.33	19,174	3.67	522,053	2.80	655,616	3.50	.....	133,563
	24,100,379	91.12	2,348,076	8.88	26,448,455	100.00	26,448,455	100.00	.....	.....
	17,132,185	91.46	1,599,694	8.54	18,731,879	100.00	18,731,879	100.00	.....	.....

GOVERNMENT EXHIBIT No. 8.

General average (f. o. b.) prices realized for anthracite coal, sold at or near New York, between Perth Amboy and Edgewater, during August, 1908.

Coal from Wyoming region.	Average f. o. b. prices realized.
Lump	$4.2357
Broken	4.8184
Egg	4.8356
Stove	4.8313
Chestnut	3.1553
Pea	2.4859
Buckwheat No. 1	1.9837
Buckwheat No. 2	1.4985
Buckwheat No. 3	
Screenings	

W. W. RULEY, *Chief of Bureau.*

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, September 8, 1908.

GOVERNMENT EXHIBIT No. 9.

General average (f. o. b.) prices realized for anthracite coal, sold at or near New York, between Perth Amboy and Edgewater, during August, 1908.

Coal from Lehigh region.	Average f. o. b. prices realized.
Lump	$4.2231
Broken	4.8532
Egg	4.8445
Stove	4.8508
Chestnut	3.1679
Pea	2.3771
Buckwheat No. 1	
Buckwheat No. 2	1.4500
Buckwheat No. 3	
Screenings	

W. W. RULEY, *Chief of Bureau.*

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, September 8, 1908.

GOVERNMENT EXHIBIT No. 10.

General average (f. o. b.) prices realized for anthracite coal, sold at or near New York, between Perth Amboy and Edgewater, during August, 1908.

Coal from Schuylkill region.	Average f. o. b. prices realized.
Lump	
Broken	$4.2004
Egg	4.8361
Stove	4.8498
Chestnut	4.8440
Pea	2.9950
Buckwheat No. 1	2.3927
Buckwheat No. 2	1.7090
Buckwheat No. 3	1.3500
Screenings	

W. W. RULEY, *Chief of Bureau.*

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, September 8, 1908.

GOVERNMENT EXHIBIT No. 11.

General average f. o. b. prices realized for anthracite coal sold at or near New York between Perth Amboy and Edgewater from November, 1900, to September, 1908, inclusive.

1900-1901.

COAL FROM WYOMING REGION.

Size.	1900.		1901.											
	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.3460	$3.3184	$3.2620	$3.3014	$3.3218	$3.4088	$3.4624	$3.4898	$3.5166	$3.5112	$3.5313	$3.5451	$3.5089	$3.5528
Egg	3.8857	3.9138	3.8932	3.8018	3.7589	3.6941	3.8172	3.9080	4.0066	4.0991	4.1968	4.2226	4.2138	4.2227
Stove	4.3054	4.4175	4.4375	4.4252	4.4035	3.9610	4.0741	4.1605	4.2631	4.3612	4.4677	4.4784	4.4802	4.4821
Chestnut	4.3212	4.4238	4.4459	4.4327	4.4210	3.9386	4.0742	4.1729	4.2642	4.3767	4.4621	4.4827	4.4802	4.4811
Pea	2.4580	2.5028	2.5900	2.5367	2.5383	2.5023	2.4933	2.4787	2.5850	2.6160	2.6339	2.6369	2.6308	2.6417
Buckwheat No. 1	1.9709	1.9373	2.0099	2.0213	2.0287	2.0251	2.0847	2.0449	2.0902	2.1444	2.1658	2.1664	2.1356	2.1919
Buckwheat No. 2	1.4299	1.4368	1.4197	1.4097	1.4181	1.4219	1.4342	1.4403	1.4643	1.4398	1.4494	1.4519	1.4590	1.4503
Buckwheat No. 3	1.1877	1.1664	1.1559	1.1631	1.1688	1.1029	1.1712	1.1549	1.1410	1.1414	1.1514	1.1556	1.1662	1.1668

COAL FROM LEHIGH REGION.

Size.														
Broken	$3.6358	$3.6313	$3.5636	$3.5378	$3.5329	$3.5634	$3.6837	$3.7186	$3.7174	$3.8522	$3.7883	$3.8065	$3.8441	$3.8128
Egg	4.3428	4.3318	4.3498	4.2431	4.2518	3.8703	4.0062	4.1501	4.2514	4.2794	4.3822	4.3092	4.3174	4.3287
Stove	4.5912	4.6357	4.6426	4.5996	4.5190	4.0438	4.1077	4.2621	4.3760	4.4765	4.5626	4.5321	4.5047	4.5475
Chestnut	4.5966	4.6165	4.6291	4.5992	4.5493	4.0571	4.1550	4.2538	4.3207	4.5194	4.6053	4.5809	4.5294	4.5346
Pea	2.3627	2.5498	2.6712	2.7285	2.7679	2.6282	2.5155	2.4993	2.4906	2.5925	2.4825	2.4701	2.4654	2.6989
Buckwheat No. 1	1.8771	1.9395	2.0239	1.9819	2.1279	2.0367	2.0398	1.9834	1.9665	2.0126	1.9995	1.9803	2.0077	2.1322
Buckwheat No. 2	1.4672	1.4411	1.4360	1.4551	1.4880	1.4394	1.5310	1.4369	1.4218	1.4318	1.4261	1.4671	1.4833	1.5610
Buckwheat No. 3														

COAL FROM SCHUYLKILL REGION.

Size.														
Broken	$3.4490	$3.3292	$3.4134	$3.5187	$3.5519	$3.4491	$3.4939	$3.5478	$3.5230	$3.5794	$3.5531	$3.6319	$3.5694	$3.5742
Egg	3.9830	3.9409	3.9982	4.1423	4.0868	3.6963	3.8084	3.9023	4.0013	4.0996	4.2174	4.2131	4.2156	4.2077
Stove	4.4122	4.3755	4.4211	4.4305	4.4335	3.9492	4.0508	4.1393	4.2431	4.3396	4.4454	4.4546	4.4524	4.4521
Chestnut	4.4285	4.3584	4.4194	4.4350	4.4425	3.9539	4.0547	4.1487	4.2506	4.3497	4.4474	4.4535	4.4531	4.4521
Pea	2.2870	2.2198	2.3737	2.3145	2.4328	2.6285	2.5836	2.5010	2.5844	2.6183	2.5034	2.4589	2.4461	2.5270
Buckwheat No. 1	1.8912	1.8118	1.9162	1.8505	1.8361	1.8529	1.9907	1.9832	1.9781	2.0505	2.0924	2.1577	2.0141	2.0315
Buckwheat No. 2	1.3000	1.3000	1.2563	1.3000	1.3000	1.3439	1.4500	1.3000	1.3000	1.3688		1.4000		1.4000
Buckwheat No. 3														

PAGE BOUND

1902.

COAL FROM WYOMING REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.5325	$3.5436	$3.5431	$3.6606	$3.6855	Period of strike; average prices not computed.				$4.0010	$4.2049	$4.1967
Egg	4.2293	4.2265	4.2324	3.9709	4.0445					4.8434	4.9793	4.9842
Stove	4.4844	4.4791	4.4869	3.9809	4.0545					4.8420	4.9849	4.9875
Chestnut	4.4795	4.4817	4.4729	3.9784	4.0598					4.8249	4.9803	4.9819
Pea	2.6891	2.6965	2.6888	2.7575	2.7407					2.9923	3.1732	3.2081
Buckwheat No. 1	2.2214	2.2265	2.2303	2.2219	2.2296					2.4127	2.4723	2.5572
Buckwheat No. 2	1.4802	1.4698	1.4813	1.5123	1.5369					1.6452	1.6798	1.7157
Buckwheat No. 3	1.1864	1.1992	1.1853	1.1879	1.1913					1.2998	1.4109	1.3924

COAL FROM LEHIGH REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.7906	$3.7890	$3.9074	$3.8254	$3.9284	Period of strike; average prices not computed.				$3.9800	$4.6652	$4.6350
Egg	4.2963	4.3042	4.2950	4.1307	4.2548					5.2099	5.2680	5.3492
Stove	4.5583	4.5476	4.5193	4.0977	4.2303					5.6468	5.2790	5.3324
Chestnut	4.5400	4.5224	4.5604	4.0983	4.2337					5.7301	5.2375	5.3412
Pea	2.7620	2.7783	2.7645	2.7237	2.7160					3.4879	3.0662	3.0372
Buckwheat No. 1	2.1543	2.1511	2.2239	2.0991	2.1483					2.9449	2.1158	2.1552
Buckwheat No. 2	1.4549	1.5631	1.5170	1.7200	2.2413					1.6405	.....	1.4645
Buckwheat No. 3	.....	.....	1.1000	.....	.....					.....	.....	.....

COAL FROM SCHUYLKILL REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.5527	$3.5575	$3.5415	$3.6532	$3.7525	Period of strike; average prices not computed.				.....	$3.9988	$4.0199
Egg	4.2143	4.2196	4.2166	3.9577	4.0481					$5.6796	4.9665	4.9806
Stove	4.4517	4.4525	4.4594	3.9518	4.0419					4.9603	4.9649	4.9839
Chestnut	4.4535	4.4529	4.4529	3.9519	4.0316					5.9333	4.9707	4.9791
Pea	2.6374	2.7260	2.7141	2.7416	2.7292					2.6684	2.7594	2.7246
Buckwheat No. 1	2.1535	2.1910	2.1868	2.0651	2.0724					.....	2.0965	2.0629
Buckwheat No. 2	1.4452	1.4336	1.4000	1.6000	.....					.....	1.8404	1.8055
Buckwheat No. 3	.....	.....	.....	.....	.....					.....	.....	.....

GOVERNMENT EXHIBIT No. 11.—*General average f. o. b. prices realized for anthracite coal sold at or near New York, etc.*—Continued.

1903.

COAL FROM WYOMING REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.5980	$4.1292	$3.4703	$4.2108	$4.2704	$4.2272	$4.3746	$4.3719	$4.3302	$4.3419	$4.3648	$4.3877
Egg	4.6980	4.6867	4.3846	4.4731	4.5024	4.4913	4.7030	4.6872	4.6909	4.6965	4.6985	4.6722
Stove	4.6980	4.6867	4.3885	4.4795	4.5089	4.4962	4.7061	4.6899	4.6939	4.6931	4.6959	4.6778
Chestnut	4.6843	4.6827	4.3918	4.4781	4.5061	4.4991	4.7004	4.6913	4.6961	4.6915	4.6952	4.6740
Pea	3.2626	3.1125	2.9633	2.9107	2.9226	2.9260	2.9732	2.9729	2.9719	2.9664	2.9728	2.9566
Buckwheat No. 1	2.5132	2.5198	2.3929	2.4061	2.4096	2.4580	2.4850	2.4855	2.4809	2.4810	2.4840	2.4796
Buckwheat No. 2	1.8394	1.8080	1.7147	1.7216	1.7259	1.7055	1.7804	1.7862	1.7580	1.7660	1.7841	1.8066
Buckwheat No. 3	1.3170	1.3088	1.3054	1.3202	1.3225	1.3007	1.3664	1.3672	1.3602	1.3641	1.3829	1.3237

COAL FROM LEHIGH REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$5.3887	$4.1759	$4.0474	$4.3672	$4.2197	$4.2210	$4.3651	$4.2517	$4.1714	$4.2964	$4.3269	$4.0656
Egg	7.3809	5.2689	5.0531	4.9398	4.7709	4.9258	5.0374	5.0898	4.9296	4.9271	4.9172	4.8776
Stove	6.9914	5.2946	5.0497	4.9056	4.7665	4.9042	4.9960	5.1136	4.9628	4.9529	4.9728	4.9775
Chestnut	7.1086	5.2957	5.1467	4.9217	4.7830	4.9330	4.9521	5.0776	4.9395	4.9444	4.9474	4.9755
Pea	4.9424	3.6107	2.9980	2.9480	2.8794	2.9470	2.8873	2.8777	2.8922	2.8790	2.8829	2.8592
Buckwheat No. 1	2.2862	2.1980	2.1109	2.1716	2.704	2.1673	2.1948	2.2781	2.2528	2.3519	2.3503	2.3723
Buckwheat No. 2	1.4301	1.3675	1.3085	1.3919	1.4005		1.7919		1.5878	1.6312	1.6028	1.7079
Buckwheat No. 3								1.3999	1.2197	1.2447	1.1984	1.4240

COAL FROM SCHUYLKILL REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.4721	$3.4883	$3.4685	$4.3068	$4.3797	$4.3259	$4.3816	$4.4054	$4.3162	$4.3918	$4.3484	$4.3902
Egg	4.4736	4.4864	4.4709	4.4922	4.4940	4.4902	4.7530	4.4817	4.4618	4.4619	4.4650	4.4660
Stove	4.4728	4.4676	4.4612	4.4610	4.4619	4.4475	4.7510	4.4815	4.4512	4.4510	4.4531	4.4620
Chestnut	4.4702	4.4674	4.4680	4.4628	4.4624	4.4478	4.7525	4.4828	4.4520	4.4518	4.4525	4.4621
Pea	3.7613	3.4759	2.7227	2.8360	2.8211	2.8210	2.8280	2.8259	2.8213	2.8260	2.8278	2.8409
Buckwheat No. 1	2.1695	2.1081	2.1610	2.3120	2.3108	2.3210	2.3261	2.3217	2.3231	2.3208	2.3282	2.3214
Buckwheat No. 2		1.7000		1.7000	1.7000	1.5000	1.4672	1.4675	1.4530	1.4909	1.4609	1.4609
Buckwheat No. 3												

COAL FROM WYOMING REGION.

Broken	$4.3091	$4.4327	$4.3471	$4.2276	$4.2717	$4.2922	$4.2697	$4.2713	$4.2755	$4.3018	$4.3052	$4.3146
Egg	4.9750	4.9859	4.9870	4.4634	4.5563	4.6484	4.7466	4.8602	4.9510	4.9670	4.9703	4.9800
Stove	4.9797	4.9746	4.9723	4.4746	4.5665	4.6648	4.7504	4.8634	4.9593	4.9726	4.9776	4.9771
Chestnut	4.9744	4.9726	4.9753	4.4694	4.5581	4.6531	4.7570	4.8692	4.9674	4.9726	4.9720	4.9721
Pea	2.9736	2.9742	2.9898	2.9570	2.9644	2.7883	2.8252	2.8353	2.9068	2.9149	2.9258	2.9230
Buckwheat No. 1	2.4572	2.4684	2.4854	2.4813	2.4818	2.3305	2.3291	2.3358	2.4733	2.4743	2.4714	2.4737
Buckwheat No. 2	1.8101	1.8067	1.7875	1.7811	1.7612	1.7686	1.7976	1.7785	1.7735	1.7548	1.7788	1.7859
Buckwheat No. 3	1.3723	1.3753	1.3715	1.3613	1.3679	1.3701	1.3611	1.3649	1.3701	1.3462	1.3541	1.3750

COAL FROM LEHIGH REGION.

Broken	$4.3284	$4.3320	$4.2911	$4.3753	$4.3886	$4.4508	$4.3977	$4.3520	$4.4359	$4.3450	$4.3268	$4.3377
Egg	4.9452	4.9351	4.9267	4.9107	4.7281	4.8199	4.8945	4.9744	5.0278	4.9819	5.0045	5.0053
Stove	4.9547	4.9617	4.9309	4.9024	4.7424	4.8344	4.9264	4.9713	5.0435	5.0345	5.0150	5.0184
Chestnut	4.9521	4.9394	4.9528	4.9104	4.7059	4.7713	4.8810	4.9727	5.0323	5.0191	5.0132	5.0129
Pea	2.9033	2.8371	2.9070	2.8281	2.9234	2.8678	2.9341	2.8828	2.9994	2.9401	2.9121	2.9118
Buckwheat No. 1	2.3371	2.3293	2.3456	2.3359	2.3454	2.2696	2.2423	2.2734	2.2365	2.2847	2.2790	2.2783
Buckwheat No. 2	1.6902	1.8950	1.9000	2.0001	.....	1.9852	1.4720	1.5508	1.7762	1.7926	1.8240	1.6546
Buckwheat No. 3	1.4000	.....	.....	.....	.....	.....	.....	.....	1.3920	.....	1.2225	1.7000

COAL FROM SCHUYLKILL REGION.

Broken	$4.3000	$4.3145	$4.2477	$4.2019	$4.2415	$4.2408	$4.2387	$4.2371	$4.2110	$4.2459	$4.2333	$4.2308
Egg	4.9682	4.9567	4.9591	4.4510	4.5461	4.6410	4.7455	4.8510	4.9444	4.9567	4.9550	4.9559
Stove	4.9619	4.9588	4.9502	4.4516	4.5413	4.6428	4.7504	4.8503	4.9436	4.9534	4.9517	4.9522
Chestnut	4.9594	4.9555	4.9557	4.4508	4.5460	4.6432	4.7518	4.8521	4.9511	4.9602	4.9515	4.9531
Pea	2.8589	2.8667	2.8588	2.8410	2.8468	2.8035	2.7656	2.8199	2.7874	2.8194	2.8170	2.8187
Buckwheat No. 1	2.3464	2.3554	2.3418	2.3215	2.2975	2.2600	2.2110	2.2868	2.1802	2.3017	2.3004	2.2975
Buckwheat No. 2	1.4538	1.4628	1.4561	1.4777	1.4678	1.4606	1.4598	1.4590	1.4721	1.4708	1.4631	1.4599
Buckwheat No. 3	.....	.....	.....	.....	.....	.....	.....	.....	1.3500	1.3500	1.3500	1.3500

GOVERNMENT EXHIBIT No. 11.—*General average f. o. b. price realized for anthracite coal sold at or near New York, etc.*—Continued.

1903.

COAL FROM WYOMING REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.3085	$4.3119	$4.2773	$4.2228	$4.2310	$4.2441	$4.2465	$4.2315	$4.2234	$4.2294	$4.2332	$4.2383
Egg	4.4650	4.4687	4.4094	4.4030	4.3948	4.4012	4.4755	4.4602	4.4432	4.4072	4.4099	4.4091
Stove	4.4726	4.4770	4.4005	4.4767	4.4667	4.4566	4.4744	4.4440	4.4000	4.4725	4.4720	4.4705
Chestnut	4.4737	4.4710	4.4711	4.4708	4.4579	4.4551	4.4744	4.4656	4.4012	4.4002	4.4000	4.4003
Pea	2.9211	2.9138	2.8641	2.8998	2.8875	2.8925	2.8877	2.8855	2.9023	2.9044	2.9171	2.9165
Buckwheat No. 1	2.6796	2.6701	2.6780	2.6702	2.6694	2.6849	2.6930	2.6902	2.6828	2.6833	2.6900	2.6899
Buckwheat No. 2	1.8067	1.8226	1.8001	1.7811	1.7902	1.7942	1.7961	1.7902	1.8039	1.7993	1.8000	1.8127
Buckwheat No. 3	1.3710	1.3689	1.3677	1.3562	1.3627	1.3674	1.3949	1.3567	1.3675	1.3694	1.3819	1.3798

COAL FROM DARTMOOR REGION.

Broken	$4.3108	$4.3780	$4.3052	$4.3382	$4.3869	$4.3941	$4.3559	$4.3300	$4.3213	$4.3237	$4.3237	$4.3441
Egg	4.4881	4.4950	4.4170	4.4312	4.4277	4.4192	4.4017	4.4478	4.4004	4.4072	4.4009	4.4063
Stove	4.5209	4.5042	4.4259	4.4172	4.4778	4.4586	4.4132	4.4485	4.4402	4.4289	4.4189	4.4275
Chestnut	4.4828	4.4846	4.4464	4.4316	4.4317	4.4309	4.4039	4.4446	4.4060	4.4017	4.4058	4.4031
Pea	2.8736	2.8781	2.8107	2.8500	2.8497	2.8449	2.8284	2.8600	2.8702	2.8707	2.8707	2.8705
Buckwheat No. 1	2.5824	2.5827	2.5416	1.4699	1.4630	1.4749	1.4826	1.4806	1.4902	1.4879	1.4890	1.4944
Buckwheat No. 2	1.7840	1.7882	1.8221	1.7869	1.4178			1.4586				1.4946
Buckwheat No. 3	1.3710		1.3101									

COAL FROM SCHUYLKILL REGION.

Broken	$4.3202	$4.3422	$4.3141	$4.3083	$4.2979	$4.2949	$4.2997	$4.2978	$4.2939	$4.2939	$4.2921	$4.3024
Egg	4.4978	4.5026	4.4999	4.4894	4.4844	4.4860	4.4849	4.4829	4.4859	4.4862	4.4878	4.4851
Stove	4.4959	4.4975	4.4921	4.4847	4.4846	4.4882	4.4847	4.4823	4.4899	4.4928	4.4899	4.4902
Chestnut	4.4959	4.4927	4.4859	4.4817	4.4882	4.4891	4.4823	4.4859	4.4918	4.4918	4.4899	4.4919
Pea	2.8762	2.8829	2.8221	2.8599	2.8410	2.8886	2.8941	2.8917	2.8944	2.8917	2.8945	2.8915
Buckwheat No. 1	2.5960	2.5986	2.5917	2.5963	2.5923	2.5994	2.5982	2.5930	2.5999	2.5975	2.5979	2.5966
Buckwheat No. 2	1.4850	1.4910	1.4946	1.4850	1.4895	1.4907	1.4918	1.4944	1.4962	1.4928	1.4873	1.5021
Buckwheat No. 3	1.3800							1.3800				

COAL FROM WYOMING REGION.

Broken	$4.2290	$4.2284	$4.2580	$4.4391	$4.2454	$4.2284	$4.2277	$4.2332	$4.2217	$4.2315	$4.2270	$4.2299
Egg	4.9751	4.9720	4.9936	4.9831	4.9819	4.9458	4.7424	4.9458	4.9415	4.9450	4.9628	4.9648
Stove	4.9801	4.9787	4.9752	4.9774	4.9776	4.9835	4.7498	4.9917	4.9449	4.9764	4.9728	4.9783
Chestnut	4.9759	4.9588	4.9708	4.9788	4.9754	4.9513	4.7584	4.9516	4.9482	4.9761	4.9694	4.9732
Pea	2.9171	2.9110	2.9280	2.9466	2.9823	2.9976	2.9089	2.9931	2.9861	2.9209	2.9231	2.9291
Buckwheat No. 1	2.4719	2.4826	2.4745	2.4865	2.4836	2.4874	2.4895	2.4705	2.4736	2.4777	2.4817	2.4825
Buckwheat No. 2	1.8126	1.8150	1.8067	1.8159	1.8212	1.8213	1.8117	1.8088	1.8080	1.8015	1.7924	1.8146
Buckwheat No. 3	1.3788	1.3737	1.3638	1.3916	1.3897	1.3778	1.3918	1.3850	1.3745	1.3740	1.3845	1.3892

COAL FROM LEHIGH REGION.

Broken	$4.3176	$4.3214	$4.3741	$4.3707	$4.3188	$4.3244	$4.3274	$4.3153	$4.3062	$4.2975	$4.3052	$4.3193
Egg	4.9727	4.9483	4.9414	4.9826	4.9544	4.7533	4.8697	4.9070	4.8980	4.9099	4.9000	4.9725
Stove	4.9818	4.9884	4.9888	5.0190	4.9926	4.7102	4.8354	4.8874	5.0046	4.9871	4.8993	4.9797
Chestnut	4.9620	4.9372	4.9499	5.0334	4.9907	4.7224	4.8993	4.9473	4.9861	5.0171	4.9812	4.9972
Pea	2.1770	2.2108	2.2126	2.3183	2.4701	2.8155	2.9835	3.0004	2.9799	2.8471	2.8078	2.8674
Buckwheat No. 1	1.4340	1.9208	2.2126	2.3030	2.3610	2.4876	2.3757	2.4581	2.3457	2.3096	2.3127	2.3503
Buckwheat No. 2	1.1502					1.9255	1.5019	1.9280				1.4692
Buckwheat No. 3								1.3509				

COAL FROM SCHUYLKILL REGION.

Broken	$4.3032	$4.3018	$4.3035	$4.3003	$4.3083	$4.3108	$4.3070	$4.3076	$4.3028	$4.3153	$4.3025	$4.3093
Egg	4.9512	4.9526	4.9274	4.9502	4.9530	4.9369	4.7457	4.9498	4.9463	4.9523	4.9549	4.9530
Stove	4.9481	4.9488	4.9524	4.9503	4.9490	4.9327	4.7438	4.9396	4.9470	4.9515	4.9503	4.9508
Chestnut	4.9515	4.9481	4.9530	4.9511	4.9466	4.9311	4.7064	4.9434	4.9341	4.9520	4.9491	4.9505
Pea	2.9354	2.9059	2.9354	2.9290	2.9108	2.7706	2.7440	2.7010	2.7079	2.7845	2.7747	2.7778
Buckwheat No. 1	2.3992	2.3933	2.3997	2.3974	2.3989	2.3024	2.2456	2.2707	2.2655	2.3096	2.3595	2.3063
Buckwheat No. 2	1.4077	1.4024	1.4035	1.4060	1.4043	1.4096	1.4570	1.4536	1.4454	1.4473	1.4574	1.4434
Buckwheat No. 3								1.3503				

GOVERNMENT EXHIBIT No. 11.—*General average f. o. b. prices realized for anthracite coal sold at or near New York, etc.*—Continued.

1907.

COAL FROM WYOMING REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.2250	$4.2278	$4.2219	$4.2179	$4.2231	$4.2217	$4.2256	$4.2222	$4.2201	$4.2273	$4.2227	$4.2266
Egg	4.8668	4.8710	4.8699	4.8634	4.8521	4.8460	4.7292	4.8555	4.9292	4.8697	4.8022	4.8725
Stove	4.8732	4.8810	4.8801	4.8727	4.8646	4.8577	4.7347	4.8659	4.9451	4.8670	4.8029	4.8733
Chestnut	4.8746	4.8746	4.8803	4.8670	4.8529	4.8483	4.7329	4.8572	4.9321	4.8635	4.8060	4.8690
Pea	2.9594	2.9224	2.9393	2.9229	2.9284	2.9243	2.6944	2.9302	2.9794	2.9479	2.9046	3.0009
Buckwheat No. 1	2.4857	2.4847	2.4902	2.4822	2.4874	2.4892	2.4823	2.4827	2.5008	2.4994	2.5008	2.5071
Buckwheat No. 2	1.8273	1.8316	1.8245	1.8467	1.8062	1.8541	1.5792	1.8630	1.9757	2.0082	2.0072	2.0046
Buckwheat No. 3	1.3917	1.3909	1.3928	1.4381	1.4453	1.4477	1.4008	1.4065	1.4023	1.4040	1.4008	1.4053

COAL FROM LEHIGH REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.3071	$4.3240	$4.3253	$4.3260	$4.3194	$4.3174	$4.3102	$4.3334	$4.2735	$4.2756	$4.3166	$4.2705
Egg	4.8613	4.8528	4.8525	4.8610	4.8617	4.7467	4.6665	4.8405	4.8946	4.8092	4.8849	5.0119
Stove	4.8784	4.8527	4.8504	4.8639	4.8619	4.7529	4.6686	4.8048	5.0004	4.8678	5.0033	5.0177
Chestnut	5.0058	4.8509	4.8509	4.8648	4.7237	4.7302	4.6940	4.8539	4.8948	4.8694	4.9923	5.0338
Pea	2.4506	2.4722	2.4748	2.4706	2.4662	2.4720	2.4709	2.4752	2.4135	2.4194	2.4910	2.7877
Buckwheat No. 1	2.4310	2.4537	2.4462	2.4274	2.4472	2.4298	2.4552	2.4827	2.4966	2.4299	2.4301	2.4115
Buckwheat No. 2	1.6973	1.6862	2.0000	1.8705	1.7812	1.8219	1.7822	1.8016	1.9257	1.9151	2.0001	1.8841
Buckwheat No. 3		1.3500	1.3500	1.3925		1.3501	1.3500	1.3981	1.4500			

COAL FROM SCHUYLKILL REGION.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.3084	$4.3023	$4.3017	$4.3021	$4.3023	$4.3055	$4.3073	$4.3042	$4.3065	$4.3062	$4.3114	$4.3031
Egg	4.8662	4.8639	4.8607	4.8634	4.8289	4.6499	4.7425	4.8494	4.8623	4.8624	4.8649	4.8610
Stove	4.8639	4.8642	4.8578	4.8617	4.8276	4.6499	4.7454	4.8426	4.8459	4.8602	4.8629	4.8607
Chestnut	4.8617	4.8607	4.8607	4.8509	4.8285	4.6476	4.7450	4.8429	4.8413	4.8480	4.8453	4.8459
Pea	2.8022	2.8139	2.8212	2.8742	2.8185	2.8298	2.8163	2.8273	2.8043	2.8014	2.8029	2.8031
Buckwheat No. 1	2.3250	2.3105	2.3021	2.3109	2.3510	2.3009	2.3256	2.3256	2.3524	2.4163	2.3961	2.3569
Buckwheat No. 2	1.4525		1.4519		1.7046	1.7091	1.7075	1.7014	1.7210	1.7009	1.7010	1.7014
Buckwheat No. 3					1.3975	1.3919	1.4500			1.4500	1.4553	1.4509

COAL FROM WYOMING REGION.

Broken	$4.2353	$4.2320	$4.2206	$4.2158	$4.2203	$4.2221	$4.2292	$4.2257	$4.2219		
Egg	4.9710	4.9758	4.9680	4.9644	4.9380	4.9382	4.7335	4.8184	4.9231		
Stove	4.8803	4.9819	4.9721	4.9710	4.9564	4.9517	4.7473	4.8750	4.9452		
Chestnut	4.9734	4.9760	4.9697	4.9691	4.9514	4.9474	4.7441	4.8813	4.9223		
Pea	3.0017	3.0031	2.9949	3.1223	3.1560	3.1820	3.1951	3.1553	3.1852		
Buckwheat No. 1	2.4999	2.4994	2.4916	2.4840	2.4833	2.4823	2.4850	2.4859	2.4870		
Buckwheat No. 2	2.0030	1.9945	1.9934	1.9917	1.9937	1.9903	1.9931	1.9837	1.9909		
Buckwheat No. 3	1.4966	1.4931	1.4960	1.4984	1.4978	1.4978	1.4987	1.4985	1.4980		

COAL FROM LEHIGH REGION.

Broken	$4.2416	$4.2294	$4.2282	$4.2701	$4.2526	$4.2492	$4.2559	$4.2231	$4.2617		
Egg	4.9715	4.9540	4.9588	4.5953	4.9760	4.7531	4.8191	4.8532	4.9786		
Stove	5.0282	4.9499	4.9500	4.9742	4.9318	4.7581	4.8337	4.8445	4.9581		
Chestnut	5.0195	4.9500	4.9500	4.5494	4.9032	4.6946	4.8135	4.8508	4.9616		
Pea	2.7854	2.8213	2.8871	3.1478	3.1057	3.1610	3.1907	3.1679	3.1441		
Buckwheat No. 1	2.2025	2.2006	2.2899	2.3859	2.3772	2.3949	2.4451	2.3771	2.3831		
Buckwheat No. 2	1.8835	1.7945	1.8004								
Buckwheat No. 3			1.3500				1.4500	1.4500	1.4500		

COAL FROM SCHUYLKILL REGION.

Broken	$4.2045	$4.2068	$4.2002	$4.2007	$4.2039	$4.2052	$4.2010	$4.2004	$4.2006		
Egg	4.9518	4.9504	4.9633	4.4513	4.5379	4.6509	4.7484	4.8361	4.9422		
Stove	4.9524	4.9500	4.9500	4.4511	4.5395	4.6479	4.7478	4.8498	4.9463		
Chestnut	4.9477	4.9503	4.9563	4.4502	4.5372	4.6489	4.7578	4.8440	4.9407		
Pea	2.8695	2.8300	2.8070	3.0108	3.0344	3.0261	3.0080	2.9860	3.0173		
Buckwheat No. 1	2.3402	2.3109	2.2672	2.3856	2.3879	2.3872	2.3816	2.3827	2.3797		
Buckwheat No. 2	1.7060	1.7000	1.7006	1.7015	1.7000	1.7000	1.7000	1.7060	1.7081		
Buckwheat No. 3	1.4606	1.4226	1.4474	1.4500	1.3500	1.3500	1.4023	1.3500	1.3857		

GOVERNMENT EXHIBIT No. 12.

List of companies receiving from W. W. Ruley f. o. b. prices under 65 per cent contract.

WYOMING REGION.

Austin Coal Company, Old Forge, Pa.; Raub Coal Company, Luzerne, Pa.; Parrish Coal Company, Plymouth, Pa.; Red Ash Coal Company, Wilkes-Barre, Pa.; Melville Coal Company, Scranton, Pa.; Carney & Brown Coal Company, Dunmore, Pa.; Clear Spring Coal Company, Pittston, Pa.; Peoples Coal Company, Scranton, Pa.; Elliott, McClure & Co., Scranton, Pa.; Geo. F. Lee Coal Company, Wilkes-Barre, Pa.; Kingston Coal Company, Kingston, Pa.; Jermyn & Co., Scranton, Pa.; Green Ridge Coal Company, Scranton, Pa.; Temple Iron Company, Scranton, Pa.; Robertson & Law, Moosic, Pa.; Nay Aug Coal Company, Scranton, Pa.; Dolph Coal Company, Scranton, Pa.; Brookside Coal Company, Scranton Pa.; Bull's Head Coal Company, Scranton, Pa.; Riverside Coal Company, Scranton, Pa.; Mount Jessup Coal Company, Scranton, Pa.; North End Coal Company, Scranton, Pa.; Price-Pancoast Coal Company, Scranton, Pa.; and Scranton Coal Company, Scranton, Pa.

LEHIGH REGION.

A. Pardee & Co., Philadelphia, Pa., and Pardee Bros. & Co., Lattimer Mines, Pa.

SCHUYLKILL REGION.

Lentz & Co., Park Place, Pa.; Midvalley Coal Company, Wilburton, Pa.; St. Clair Coal Company, Scranton, Pa.; Enterprise Coal Company, Scranton, Pa.; North American Coal Company, New York, N. Y.; E. White & Co., Pottsville, Pa.; Pine Hill Coal Company, Scranton, Pa.; and Buck Run Coal Company, Minersville, Pa.

GOVERNMENT EXHIBIT No. 13.

(This exhibit is Alder & Ruley's map of the anthracite coal regions, a copy of which will accommpany this volume.)

GOVERNMENT EXHIBIT No. 14.

NOTE.—This consists of statements prepared by the Bureau of Anthracite Coal Statistics showing the tonnages of anthracite coal carried by the initial transportation lines in each month from January, 1901, to September, 1908, both inclusive. There is a separate statement for each month showing, for that month singly and for that and the preceding months of the current calendar year combined, in one column the tonnage of buckwheat No. 1 and larger sizes transported by each initial carrier, in another column the tonnage of sizes below buckwheat No. 1 transported by each such carrier, and in a third column the total tonnage of all sizes transported by each such carrier. In a fourth column the total tonnages of each carrier for the corresponding periods of the previous year are shown, and in a fifth column appear the increases or decreases in the total tonnage of each carrier compared with the corresponding periods of the year before.

The statements for December of the years 1901 to 1907, inclusive, show respectively the total tonnages of anthracite coal transported during each of those years by each initial carrier, and they alone are printed, and along with them the statement for September, 1908, which shows the total tonnage of each initial carrier for that year through September 30.

GOVERNMENT EXHIBIT No. 14.—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1901, and in the calendar year 1901, compared with the corresponding periods last year.*

[NOTE.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1, and larger sizes, December, 1901.	Sizes below buckwheat No. 1, December, 1901.	Total shipments, December, 1901.	Total shipments, December, 1900.	Difference.
Philadelphia and Reading Ry	650,800	39,900	690,700	1,068,520	a 377,820
Lehigh Valley R. R	483,477	39,643	523,120	760,166	a 237,046
Central Railroad of New Jersey	331,790	31,016	362,806	587,762	a 224,956
Delaware, Lackawanna and Western R. R.	531,787	51,791	583,578	731,031	a 147,453
Delaware and Hudson Co	355,999	14,944	370,943	434,915	a 63,972
Pennsylvania R. R	372,883	19,880	392,763	521,111	a 128,348
Pennsylvania Coal Co	(Included in Erie R. R.)				
Erie R. R	367,080	50,969	418,049	600,996	a 182,947
New York, Ontario and Western Ry	162,646	41,987	204,633	212,563	a 7,930
Delaware, Susquehanna and Schuylkill R. R.	73,982	2,879	76,861	158,125	a 81,264
New York, Susquehanna and Western R. R.	(Included in Erie R. R.)				
Total	3,330,444	293,009	3,623,453	5,075,189	a 1,451,736

	Buckwheat No. 1, and larger sizes, year 1901.	Sizes below buckwheat No. 1, year 1901.	Total shipments, year 1901.	Total shipments, year 1900.	Difference.
Philadelphia and Reading Ry	10,460,444	510,563	10,971,007	9,338,516	b 1,632,491
Lehigh Valley R. R	7,821,127	489,216	8,310,343	6,909,442	b 1,400,901
Central Railroad of New Jersey	5,670,101	489,936	6,160,037	5,309,856	b 850,181
Delaware, Lackawanna and Western R. R.	6,900,114	631,621	7,531,735	6,013,849	b 1,517,886
Delaware and Hudson Co	4,791,160	216,462	5,007,622	3,973,859	b 1,033,763
Pennsylvania R. R	5,326,699	320,426	5,647,125	5,169,947	b 477,178
Pennsylvania Coal Co	(Included in Erie R. R.)				
Erie R. R	5,194,892	646,701	5,841,593	5,165,070	b 676,523
New York, Ontario and Western Ry	2,166,704	341,573	2,508,277	1,658,457	b 849,820
Delaware, Susquehanna and Schuylkill R. R.	1,532,294	58,568	1,590,862	1,568,488	b 22,374
New York, Susquehanna and Western R. R.	(Included in Erie R. R.)				
Total	49,863,535	3,705,066	53,568,601	45,107,484	b 8,461,117

a Decrease.

b Increase.

GOVERNMENT EXHIBIT No. 14—Continued.

Coal on hand at tidewater shipping ports, December 31, 1901, 415,757 tons; November 30, 1901, 604,334 tons; decrease, 188,577 tons; December 31, 1900, 264,511 tons; increase, 151,246 tons.

WM. W. RULEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 8, 1902.

GOVERNMENT EXHIBIT No. 14 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1902, and in the calendar year 1902, compared with the corresponding periods last year.*

[NOTE.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	December, 1902.	December, 1901.	December, 1902.	December, 1901.	December, 1902.	December, 1901.
Philadelphia and Reading Ry.	881,094	650,800	72,703	39,900	953,797	690,700
Lehigh Valley R. R.	775,615	483,477	69,055	39,643	844,670	523,120
Central Railroad of New Jersey	571,994	331,790	61,886	31,016	633,880	362,806
Delaware, Lackawanna and Western R. R.	775,870	531,787	108,201	51,791	884,071	583,578
Delaware and Hudson Co.	489,425	355,999	32,368	14,944	521,793	370,943
Pennsylvania R. R.	340,167	372,883	23,893	19,880	364,060	392,763
Erie R. R.	446,830	367,080	46,847	50,969	493,677	418,049
New York, Ontario and Western Ry.	254,135	162,646	18,227	41,987	272,362	204,633
Delaware, Susquehanna and Schuylkill R. R.	117,558	73,982	13,563	2,879	131,121	76,861
Total	4,652,688	3,330,444	446,743	293,009	5,099,431	3,623,453

	Buckwheat No. 1, and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	Year 1902.	Year 1901.	Year 1902.	Year 1901.	Year 1902.	Year 1901.
Philadelphia and Reading Ry.	5,463,453	10,460,444	445,948	510,563	5,909,401	10,971,007
Lehigh Valley R. R.	4,211,598	7,821,127	419,937	489,216	4,631,535	8,310,343
Central Railroad of New Jersey	3,192,836	5,670,101	437,150	489,936	3,629,986	6,160,037
Delaware, Lackawanna and Western R. R.	4,201,829	6,900,114	950,669	631,621	5,152,498	7,531,735
Delaware and Hudson Co.	2,903,585	4,791,160	187,019	216,462	3,090,604	5,007,622
Pennsylvania R. R.	2,443,973	5,326,699	166,261	320,426	2,610,234	5,647,125
Erie R. R.	3,254,323	5,194,892	559,827	646,701	3,814,150	5,841,593
New York, Ontario and Western Ry.	1,252,943	2,166,704	374,535	341,573	1,627,478	2,508,277
Delaware, Susquehanna and Schuylkill R. R.	683,780	1,532,294	51,224	58,568	735,004	1,590,862
Total	27,603,320	49,863,535	3,592,570	3,705,066	31,200,890	53,568,601

Coal on hand at tide-water shipping ports,

WM. W. RULEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January, 8, 1903.

GOVERNMENT EXHIBIT No. 14 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1903, and in the calendar year 1903, compared with the corresponding periods last year.*

[NOTE.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	December, 1903.	December, 1902.	December, 1903.	December, 1902.	December, 1903.	December, 1902.
Philadelphia and Reading Ry	771,988	881,094	77,101	72,703	849,089	953,797
Lehigh Valley R. R	610,803	775,615	65,949	69,055	676,752	844,670
Central Railroad of New Jersey	484,686	571,994	55,790	61,886	540,476	633,880
Delaware, Lackawanna and Western R. R	620,784	775,870	124,800	108,201	745,584	884,071
Delaware and Hudson Co	434,286	489,425	35,075	32,368	469,361	521,793
Pennsylvania R. R	321,199	340,167	24,132	23,893	345,331	364,060
Erie R. R	318,959	446,830	34,461	46,847	353,420	493,677
New York, Ontario and Western Ry	147,806	254,135	33,479	18,227	181,285	272,362
Delaware, Susquehanna and Schuylkill R. R	94,910	117,558	3,540	13,563	98,450	131,121
Total	3,805,421	4,652,688	454,327	446,743	4,259,748	5,099,431

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	Year 1903.	Year 1902.	Year 1903.	Year 1902.	Year 1903.	Year 1902.
Philadelphia and Reading Ry	10,669,066	5,463,453	821,897	445,948	11,490,963	5,909,401
Lehigh Valley R. R	8,892,912	4,211,598	844,248	419,937	9,737,160	4,631,535
Central Railroad of New Jersey	6,585,851	3,192,836	818,761	437,150	7,404,612	3,629,986
Delaware, Lackawanna and Western R. R	8,352,672	4,201,829	1,222,879	950,669	9,575,551	5,152,498
Delaware and Hudson Co	5,524,237	2,903,585	403,046	187,019	5,927,283	3,090,604
Pennsylvania R. R	4,181,273	2,443,973	374,186	166,261	4,555,459	2,610,234
Erie R. R	5,763,024	3,254,323	580,828	559,827	6,343,852	3,814,150
New York, Ontario and Western Ry	2,334,022	1,252,943	350,440	374,535	2,693,462	1,627,478
Delaware, Susquehanna and Schuylkill R. R	1,546,048	683,780	88,441	51,224	1,634,489	735,004
Total	53,849,105	27,608,320	5,513,726	3,592,570	59,362,831	31,200,890

Coal on hand at tide-water shipping ports, December 31, 1903, 728,030 tons; November 30, 1903, 784,055 tons.

WM. W. RULEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 6, 1904.

60408—EX—09——4

GOVERNMENT EXHIBIT No. 14 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1905, and the calendar year 1905 compared with the corresponding period last year.*

[NOTE.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	December, 1904.	December, 1903.	December, 1904.	December, 1903.	December, 1904.	December, 1903.
Philadelphia and Reading Ry	969,000	771,988	87,245	77,101	1,056,344	849,089
Lehigh Valley R. R	806,870	610,803	87,028	65,949	893,907	676,752
Central Railroad of New Jersey	551,574	484,080	73,545	55,700	625,119	540,476
Delaware, Lackawanna and Western R. R	681,285	620,784	105,475	124,800	786,760	745,584
Delaware and Hudson Co	411,539	434,286	28,001	35,075	439,600	469,361
Pennsylvania R. R	365,792	321,199	36,558	24,132	402,350	345,331
Erie R. R	437,859	318,959	52,269	34,461	490,028	353,420
New York, Ontario and Western Ry	191,200	147,806	44,695	33,479	235,901	181,285
Delaware, Susquehanna and Schuylkill R. R	128,731	91,910	4,314	3,540	133,045	95,450
Total	4,543,854	3,805,121	519,290	454,327	5,063,144	4,259,748

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	Year 1904.	Year 1903.	Year 1904.	Year 1903.	Year 1904.	Year 1903.
Philadelphia and Reading Ry	10,514,127	10,699,066	885,495	821,897	11,399,622	11,490,963
Lehigh Valley R. R	8,560,935	8,892,912	1,050,491	844,248	9,611,426	9,737,160
Central Railroad of New Jersey	6,341,854	6,585,851	859,422	818,761	7,201,276	7,404,612
Delaware, Lackawanna and Western R. R	8,121,008	8,352,672	1,212,061	1,222,870	9,333,069	9,575,561
Delaware and Hudson Co	4,907,050	5,521,237	309,747	403,049	5,276,797	5,927,283
Pennsylvania R. R	4,354,110	4,181,273	411,843	374,186	4,765,953	4,555,459
Erie R. R	5,069,817	5,763,021	641,526	580,828	5,711,173	6,343,852
New York, Ontario and Western Ry	2,162,840	2,334,022	483,900	359,440	2,646,730	2,693,462
Delaware, Susquehanna and Schuylkill R. R	1,490,503	1,546,048	40,973	88,441	1,546,476	1,634,489
Total	51,588,074	53,849,105	5,901,448	5,513,726	57,492,522	59,362,831

Coal on hand at tide-water shipping ports December 31, 1904, 715,715 tons; November 30, 1904, 714,276 tons.

WM. W. RULEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 6, 1905.

GOVERNMENT EXHIBIT No. 14 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1905, and in the calendar year 1905, compared with the corresponding periods last year.*

[NOTE. This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	December, 1905.	December, 1904.	December, 1905.	December, 1904.	December, 1905.	December, 1904.
Philadelphia and Reading Ry.	957,070	969,099	89,782	87,245	1,046,852	1,056,344
Lehigh Valley R. R.	803,406	806,879	84,743	87,028	888,149	893,907
Central Railroad of New Jersey.	607,854	551,574	80,462	73,545	688,326	625,119
Delaware, Lackawanna and Western R. R.	768,600	681,285	178,557	105,475	947,157	786,760
Delaware and Hudson Co.	419,612	411,539	32,044	28,061	451,656	439,600
Pennsylvania R. R.	397,666	365,792	43,220	36,558	440,886	402,350
Erie R. R.	443,747	437,659	93,882	52,369	537,629	490,028
New York, Ontario and Western Ry.	207,709	191,296	45,064	44,695	252,773	235,991
Delaware, Susquehanna and Schuylkill R. R.	135,816	128,731	5,869	4,314	141,685	133,045
Total	4,741,490	4,543,854	653,623	519,290	5,395,113	5,063,144

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	Year 1905.	Year 1904.	Year 1905.	Year 1904.	Year 1905.	Year 1904.
Philadelphia and Reading Ry.	11,541,173	10,514,127	1,033,329	885,495	12,574,502	11,399,622
Lehigh Valley R. R.	9,080,716	8,560,935	991,404	1,050,491	10,072,120	9,611,426
Central Railroad of New Jersey.	6,973,154	6,341,854	1,010,120	859,423	7,983,274	7,201,278
Delaware, Lackawanna and Western R. R.	8,237,687	8,121,008	1,316,359	1,212,051	9,554,046	9,333,059
Delaware and Hudson Co.	5,199,650	4,967,050	440,878	309,747	5,640,528	5,276,797
Pennsylvania R. R.	4,394,809	4,354,110	495,826	411,843	4,890,635	4,765,953
Erie R. R.	5,440,229	5,069,647	785,393	641,526	6,225,622	5,711,173
New York, Ontario and Western Ry.	2,406,384	2,102,840	457,712	483,800	2,864,096	2,646,730
Delaware, Susquehanna and Schuylkill R. R.	1,549,785	1,496,503	55,593	49,973	1,605,378	1,546,476
Total	54,823,587	51,588,074	6,586,614	5,904,448	61,410,201	57,492,522

Coal on hand at tide-water shipping ports, December 31, 1905, 714,143 tons; November 30, 1905, 766,322 tons.

WM. W. RULEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 6, 1906.

GOVERNMENT EXHIBIT No. 14 (continued).—*Statement of the shipments of anthracite coal carried by the initial transportation lines in the month of December, 1906, and in the calendar year 1906, compared with the corresponding periods last year.*

NOTE.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named and is not for public information.

	Buckwheat No. 1 and larger sizes		Sizes below buckwheat No. 1		Total shipments	
	December, 1906	December, 1905	December, 1906	December, 1905	December, 1906	December, 1905
Philadelphia and Reading Ry.	670,482	857,919	199,861	89,192	897,853	1,196,262
Lehigh Valley R. R.	547,828	672,915	71,237	64,745	722,165	886,146
Central Railroad of New Jersey	425,254	597,854	16,933	34,952	492,724	686,428
Delaware, Lackawanna and Western R. R.	649,264	748,166	142,406	116,407	791,840	947,161
Delaware and Hudson Co.	417,791	419,672	52,271	32,044	470,062	451,716
Pennsylvania R. R.	377,524	397,442	7,345	7,125	384,771	404,566
Erie R. R.	416,072	494,747	80,207	97,882	496,279	592,629
New York, Ontario and Western Ry.	190,444	207,709	22,414	60,404	208,858	268,113
Delaware, Susquehanna and Schuylkill R. R.	111,866	146,816	4,711	6,804	116,577	141,620
Total	4,356,645	4,741,240	606,185	609,561	4,962,830	5,396,113

	Buckwheat No. 1 and larger sizes		Sizes below buckwheat No. 1		Total shipments	
	Year 1906.	Year 1905.	Year 1906.	Year 1905.	Year 1906.	Year 1905.
Philadelphia and Reading Ry.	10,998,196	11,641,173	1,160,281	1,000,629	12,158,396	12,674,802
Lehigh Valley R. R.	7,626,191	9,060,715	910,226	991,464	8,536,224	10,052,179
Central Railroad of New Jersey	6,124,957	6,973,154	806,230	1,009,120	6,931,187	7,982,274
Delaware, Lackawanna and Western R. R.	7,091,895	8,227,987	1,188,909	1,016,909	8,280,804	9,244,896
Delaware and Hudson Co.	4,795,451	5,199,649	603,244	640,978	5,398,695	5,840,627
Pennsylvania R. R.	4,267,196	4,914,824	666,996	660,830	4,934,194	5,575,654
Erie R. R.	4,670,746	5,440,220	909,756	792,306	5,580,502	6,232,526
New York, Ontario and Western Ry.	2,184,340	2,926,364	261,926	467,712	2,446,276	3,394,076
Delaware, Susquehanna and Schuylkill R. R.	1,366,418	1,649,786	80,697	66,000	1,446,115	1,715,786
Total	49,614,849	54,826,867	7,068,746	6,666,444	56,683,595	61,493,311

Coal on hand at tide-water shipping ports, December 31, 1906, 583,125 tons; November 30, 1906, 626,057 tons; decrease, 42,932 tons.

WM. W. RILEY,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 7, 1907.

GOVERNOR'S EXHIBIT No. 11 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of December, 1907, and in the calendar year 1907, compared with the corresponding periods last year.*

[Note.—This statement is prepared exclusively by the request of the officers of the transporting companies named, and is not for public information.]

	Buckwheat No. 1 and finer sizes		Stove, range, egg, chestnut No. 3		Total shipments	
	December, 1907.	December, 1906.	December, 1907.	December, 1906.	December, 1907.	December, 1906.
Philadelphia and Reading Ry.	322,720	370,332	137,332	169,961	1,141,260	997,040
Lehigh Valley R. R.	382,283	739,092	103,277	76,049	485,611	815,740
Central Railroad of New Jersey	600,766	593,874	89,909	89,950	700,774	683,824
Delaware, Lackawanna and Western R. R.	532,015	670,251	123,207	150,209	776,850	760,948
Delaware and Hudson Co.	322,702	317,151	77,886	93,274	490,759	490,263
Pennsylvania R. R.	468,178	377,353	56,020	59,393	748,150	619,717
Erie R. R.	470,874	418,072	90,986	90,307	680,760	650,488
New York, Ontario, and Western Ry.	150,447	150,584	80,978	99,514	499,799	499,398
Total	4,000,985	4,000,909	899,801	970,157	5,149,977	4,999,066

	Buckwheat No. 1 and finer sizes		Stove, range, egg, chestnut No. 3		Total shipments.	
	Year 1907.	Year 1906.	Year 1907.	Year 1906.	Year 1907.	Year 1906.
Philadelphia and Reading Ry.	12,450,000	10,000,000	1,500,000	1,100,000	14,000,000	11,000,000
Lehigh Valley R. R.	10,150,151	9,000,000	1,307,104	900,000	11,500,000	9,977,000
Central Railroad of New Jersey	7,711,000	6,000,000	1,000,000	900,000	8,714,113	6,900,000
Delaware, Lackawanna and Western R. R.	8,000,000	7,000,000	1,000,000	1,000,000	10,000,000	9,000,000
Delaware and Hudson Co.	5,000,000	4,700,000	600,000	500,000	6,000,000	5,000,000
Pennsylvania R. R.	5,000,000	4,000,000	900,000	600,000	6,000,000	4,900,000
Erie R. R.	5,000,000	4,000,000	700,000	600,000	7,000,000	5,000,000
New York, Ontario, and Western Ry.	2,000,000	2,000,000	900,000	900,000	3,000,000	3,000,000
Total	57,000,000	46,000,000	9,000,000	7,000,000	66,000,000	55,000,000

Coal on hand at tide-water shipping ports, December 31, 1907, 712,690 tons; November 30, 1907, 752,441 tons; decrease, 38,821 tons.

WM. W. RUBEL,
Chief of Bureau.

BUREAU OF ANTHRACITE COAL STATISTICS,
Philadelphia, January 7, 1908.

Government Exhibit No. 14 (continued).—*Statement of shipments of anthracite coal carried by the initial transportation lines in the month of September, 1908, and in the calendar year 1908, through September, compared with the corresponding periods last year.*

(Note.—This statement is prepared exclusively for the purposes of the officers of the transporting companies named, and is not for public information.)

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	September, 1908.	September, 1907.	September, 1908.	September, 1907.	September, 1908.	September, 1907.
Philadelphia and Reading Ry.	528,317	1,063,527	141,819	135,650	1,070,136	1,201,201
Lehigh Valley R. R.	700,782	521,791	112,007	136,909	806,809	658,700
Central Railroad of New Jersey	606,864	599,057	100,207	64,320	706,741	663,377
Delaware, Lackawanna and Western R. R.	764,800	761,417	145,184	192,973	749,984	954,390
Delaware and Hudson Co.	452,221	452,172	73,060	90,838	525,281	543,010
Pennsylvania R. R.	491,233	515,100	57,015	73,337	548,248	588,437
Erie R. R.	626,771	699,276	111,002	102,444	737,773	801,720
New York, Ontario and Western Ry.	169,930	165,026	20,256	20,090	210,186	209,116
Total	4,440,918	4,718,920	761,106	755,168	5,201,647	5,512,717

	Buckwheat No. 1 and larger sizes.		Sizes below buckwheat No. 1.		Total shipments.	
	Year 1908.	Year 1907.	Year 1908.	Year 1907.	Year 1908.	Year 1907.
Philadelphia and Reading Ry.	7,723,993	9,211,121	1,993,591	1,107,098	9,227,584	10,318,219
Lehigh Valley R. R.	7,019,691	7,541,785	1,091,693	1,029,905	8,041,381	8,571,690
Central Railroad of New Jersey	5,447,564	5,758,154	736,777	731,630	6,184,341	6,489,784
Delaware, Lackawanna and Western R. R.	6,168,518	6,460,995	1,213,201	1,252,102	7,381,721	7,713,099
Delaware and Hudson Co.	4,223,781	3,870,772	781,567	836,720	5,005,347	4,707,492
Pennsylvania R. R.	4,996,096	4,766,135	804,600	825,570	5,800,696	5,591,705
Erie R. R.	4,526,587	4,921,791	807,764	921,927	5,334,350	5,843,718
New York, Ontario and Western Ry.	1,880,906	1,755,901	223,265	207,727	2,104,171	2,063,628
Total	40,846,164	44,286,155	6,174,064	5,954,579	47,020,228	50,014,335

Coal on hand at tide-water shipping ports September 30, 1908, 934,272 tons; August 31, 1908, 858,036 tons; increase, 76,236 tons.

Wm. W. Ruley,
Chief of Bureau.

Bureau of Anthracite Coal Statistics,
Philadelphia, October 6, 1908.

GOVERNMENT EXHIBIT No. 18.

New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908.

NOVEMBER, 1900.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	$3.30	$3.18	$3.60	$4.32	$4.35	$2.32	$1.76	$1.33	
L. & W. B. C. Co.		2.40	4.05	4.42	4.44	2.40		1.41	
D., L. & W. R. R.		3.20	3.64	4.08	4.10	2.48	1.97	1.46	$1.17
Penna. Coal Co.		3.15	3.96	4.09	4.44	2.38	2.21		
Hillside C. & I. Co.		3.42	3.77	4.35	4.42	2.60	2.10	1.42	1.19
N. Y., O. & W. Ry.		3.28	3.92	4.39	4.35	2.57	2.20	1.47	1.21
N. Y., S. & W. R. R.		3.22	3.88	4.32	4.27	2.71	1.91	1.40	

LEHIGH REGION.

L. V. Coal Co.		$3.88	$4.29	$4.46	$4.51	$2.64	$1.91		
L. & W. B. C. Co.		3.85	4.25	4.45					
Coxe Bros. & Co.		3.59	4.35	4.61	4.68	2.52	1.88	$1.47	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.50	$3.94	$4.42	$4.44	$2.49	$1.80	$1.30	
L. V. Coal Co.		3.31	4.15	4.40	4.41	2.22	1.71		

DECEMBER, 1900.

WYOMING REGION.

L. V. Coal Co.		$3.26	$3.76	$4.32	$4.34	$2.34	$1.77	$1.35	
L. & W. B. C. Co.	$3.30	3.44	4.10	4.43	4.44	2.43		1.50	
D., L. & W. R. R.		3.27	3.95	4.46	4.46	2.54	1.99	1.41	$1.11
Penna. Coal Co.		3.20	3.70	4.10	4.26	2.59	2.17	1.60	
Hillside C. & I. Co.		3.20	3.87	4.41	4.37	2.75	1.97	1.42	1.20
N. Y., O. & W. Ry.		3.27	3.80	4.42	4.41	2.54	2.16	1.48	1.18
N. Y., S. & W. R. R.		3.20	3.88	4.41	4.41	2.89	2.24	1.38	1.26

LEHIGH REGION.

L. V. Coal Co.		$3.91	$4.28	$4.50	$4.55	$2.67	$1.81		
L. & W. B. C. Co.		3.70	4.35	4.45	4.45				
Coxe Bros. & Co.		3.59	4.35	4.67	4.64	2.58	1.95	$1.44	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.92	$3.99	$4.34	$4.33	$2.47		$1.30	
L. V. Coal Co.		3.63	4.08	4.42	4.42	2.13	$1.81		

Independent Companies No. 19.—New York harbor f. o. b. prices of anthracite coal from each of the three coal regions received by the several companies named in the months from November, 1900, to September, 1901, inclusive.

1900 AND 1901.

WYOMING REGION.

	Chest.	Egg.	Stove.	Nut.	Pea.	Buck. No. 1.	Buck. No. 2.	Buck. No. 3.
L. V. Coal Co.	$5 30	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
D., L. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Penna. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Hillside C. & I. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y., O. & W. Ry.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y. S. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

LEHIGH REGION.

L. V. Coal Co.		$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Coxe Bros. & Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. V. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

1899 AND 1900.

WYOMING REGION.

L. V. Coal Co.	$5 30	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
D., L. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Penna. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Hillside C. & I. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y., O. & W. Ry.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y. S. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

LEHIGH REGION.

L. V. Coal Co.		$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Coxe Bros. & Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

SCHUYLKILL REGION.

P. & R. C. & I. Co.	$5 30	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. V. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

1898 AND 1899.

WYOMING REGION.

L. V. Coal Co.	$5 30	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
D., L. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Penna. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Hillside C. & I. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y., O. & W. Ry.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
N. Y. S. & W. R. R.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

LEHIGH REGION.

L. V. Coal Co.		$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. & W. B. C. Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Coxe Bros. & Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	$5 [illegible]	
L. V. Coal Co.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1903*—Continued.

APRIL, 1901.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co		$2 33	$2 37	$2 91	$2 89	$2 28	$1 78	$1 28	
L. & W. B. C. Co		2 32	2 37	2 93	2 89	2 37			
D. L. & W. R. R		2 30	2 37	2 93	2 94	2 44	2 05	1 38	$1 08
Penna. Coal Co		2 30	2 38	2 93	2 90	2 81	2 40	1 90	1 35
Hillside C. & I. Co		2 30	2 53	2 97	2 97	2 28	1 90	1 37	1 18
N. Y., O. & W. Ry		2 33	2 75	3 00	3 00	2 39	2 12	1 44	1 23
N. Y., S. & W. R. R		2 44	2 98	3 05	3 05	2 77	2 24		1 17

LEHIGH REGION.

L. V. Coal Co		$2 39	$2 35	$3 10	$3 10	$2 78	$1 81		
L. & W. B. C. Co		2 55	2 78	3 06	3 06				
Coxe Bros. & Co		2 56	2 88	3 04	3 05	2 60	2 06	$1 44	

SCHUYLKILL REGION.

P. & R. C. & I. Co		$2 40	$2 70	$3 25	$3 06	$2 70	$2 10	$1 34	
L. V. Coal Co		2 44	2 68	3 04	3 04	2 60	1 88		

MAY, 1901.

WYOMING REGION.

L. V. Coal Co		$2 51	$2 80	$4 08	$4 08	$2 48	$1 88	$1 40	
L. & W. B. C. Co		2 42	2 80	4 05	4 05	2 85			
D. L. & W. R. R		2 40	2 85	4 06	4 06	2 46	2 08	1 36	$1 13
Penna. Coal Co		2 55	2 90	4 05	4 08	2 78	2 20	1 51	1 25
Hillside C. & I. Co		2 50	3 01	4 08	4 07	2 70	2 13	1 32	1 18
N. Y., O. & W. Ry		2 43	2 85	4 06	4 06	2 65	2 11	1 47	1 20
N. Y., S. & W. R. R		2 47	2 81	4 06	4 04	2 77		1 34	

LEHIGH REGION.

L. V. Coal Co		$2 70	$2 96	$4 20	$4 20	$2 81	$1 75		
L. & W. B. C. Co		2 62	2 91	4 03	4 05				
Coxe Bros. & Co		2 66	4 04	4 07	4 13	2 60	2 04	$1 53	

SCHUYLKILL REGION.

P. & R. C. & I. Co		$2 40	$2 91	$4 05	$4 05	$2 70	$2 10	$1 45	
L. V. Coal Co		2 46	2 80	4 05	4 05	2 54	1 93		

JUNE, 1901.

WYOMING REGION.

L. V. Coal Co		$2 60	$2 94	$4 10	$4 13	$2 40	$1 90	$1 39	
L. & W. B. C. Co	$1 80	2 44	2 88	4 14	4 14	2 80	2 25	1 60	
D. L. & W. R. R		2 46	2 95	4 20	4 20	2 42	1 96	1 39	$1 13
Penna. Coal Co		2 57	2 90	4 13	4 13	2 74	2 23	1 52	1 15
Hillside C. & I. Co		2 55	2 92	4 17	4 16	2 74	2 15	1 36	1 14
N. Y., O. & W. Ry		2 46	2 94	4 20	4 16	2 65	2 16	1 45	1 20
N. Y., S. & W. R. R		2 55	2 90	4 14	4 16	2 78	2 24	1 35	1 14

LEHIGH REGION.

L. V. Coal Co		$2 78	$4 05	$4 30	$4 30	$2 73			
L. & W. B. C. Co	$2 80	2 73	4 01	4 14	4 14	2 73			
Coxe Bros. & Co		2 66	4 22	4 28	4 25	2 40	$1 98	$1 44	

SCHUYLKILL REGION.

P. & R. C. & I. Co		$2 51	$2 90	$4 13	$4 15	$2 73	$1 97	$1 30	
L. V. Coal Co		2 57	2 90	4 14	4 13	2 26	1 98		

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1901.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$3.64	$4.04	$4.29	$4.29	$2.54	$1.99	$1.33	.....
L. & W. B. C. Co.	$3.24	3.55	3.98	4.22	4.22	2.55	2.25	.....	.....
D., L. & W. R. R.	.....	3.48	4.04	4.27	4.28	2.54	2.11	1.43	$1.12
Erie R. R.	.....	3.54	4.00	4.25	4.25	2.74	2.17	1.47	1.15
N. Y., O. & W. Ry.	.....	3.48	4.04	4.30	4.30	2.63	2.12	1.50	1.20

LEHIGH REGION.

L. V. Coal Co.	.....	$3.65	$4.15	$4.40	$4.40	$2.70	.....	.....	.....
L. & W. B. C. Co.	.....	3.80	4.16	4.22	4.25	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.75	4.31	4.44	4.47	2.49	$1.97	$1.42	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$3.51	$4.00	$4.24	$4.25	$2.68	$2.00	$1.30	.....
L. V. Coal Co.	.....	3.53	4.00	4.25	4.25	2.41	1.92	.....	.....

AUGUST, 1901.

WYOMING REGION.

L. V. Coal Co.	.....	$3.73	$4.11	$4.37	$4.38	$2.56	$2.05	$1.36	.....
L. & W. B. C. Co.	.....	3.49	4.07	4.31	4.34	2.55	2.20	.....	.....
D., L. & W. R. R.	.....	3.50	4.13	4.39	4.40	2.70	2.11	1.40	$1.12
Erie R. R.	.....	3.54	4.11	4.35	4.37	2.75	2.16	1.48	1.16
N. Y., O. & W. Ry.	.....	3.49	4.14	4.40	4.40	2.65	2.19	1.47	1.16

LEHIGH REGION.

L. V. Coal Co.	.....	$3.86	$4.26	$4.50	$4.50	$2.58	$1.90	.....	.....
L. & W. B. C. Co.	.....	3.89	4.27	4.33	4.35	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.84	4.29	4.53	4.58	2.59	2.01	$1.43	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$3.55	$4.11	$4.33	$4.35	$2.67	$2.07	$1.37	.....
L. V. Coal Co.	.....	3.63	4.09	4.35	4.35	2.53	2.03	.....	.....

SEPTEMBER, 1901.

WYOMING REGION.

L. V. Coal Co.	.....	$3.55	$4.22	$4.47	$4.48	$2.55	$2.14	$1.30	.....
L. & W. B. C. Co.	.....	3.54	4.16	4.42	4.42	2.55	2.25	1.59	.....
D., L. & W. R. R.	.....	3.51	4.22	4.50	4.48	2.71	2.17	1.41	$1.13
Erie R. R.	.....	3.54	4.21	4.46	4.47	2.74	2.15	1.47	1.17
N. Y., O. & W. Ry.	.....	3.52	4.24	4.50	4.49	2.65	2.20	1.48	1.18

LEHIGH REGION.

L. V. Coal Co.	.....	$3.88	$4.36	$4.60	$4.60	$2.42	.....	.....	.....
L. & W. B. C. Co.	.....	3.92	4.35	4.44	4.44	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.73	4.40	4.67	4.71	2.49	$2.00	$1.43	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$3.54	$4.23	$4.44	$4.45	$3.55	$2.11	.....	.....
L. V. Coal Co.	.....	3.56	4.21	4.46	4.45	2.45	2.03	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1901.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$3.69	$4.23	$4.49	$4.48	$2.57	$2.17	$1.36	
L. & W. B. C. Co.	$3.84	3.53	4.19	4.44	4.45	2.58			
D., L. & W. R. R.		3.53	4.25	4.50	4.50	2.73	2.15	1.44	$1.12
Erie R. R.		3.62	4.24	4.51	4.48	2.74	2.16	1.46	1.19
N. Y., O. & W. Ry.		3.52	4.24	4.50	4.50	2.71	2.19	1.50	1.20

LEHIGH REGION.

L. V. Coal Co.		$3.84	$4.37	$4.60	$4.60	$2.41	$2.00		
L. & W. B. C. Co.		3.80	4.28	4.44	4.45				
Coxe Bros. & Co.		3.80	4.29	4.54	4.61	2.48	1.98	$1.47	

SCHUYLKILL REGION.

P. & R. C. & I. Co.	$4.30	$3.62	$4.22	$4.46	$4.44	$2.66	$2.19	$1.40	
L. V. Coal Co.		3.64	4.21	4.45	4.45	2.39	2.09		

NOVEMBER, 1901.

WYOMING REGION.

L. V. Coal Co.		$3.64	$4.24	$4.49	$4.49	$2.51	$2.15	$1.37	$1.15
L. & W. B. C. Co.	$3.84	3.49	4.19	4.44	4.45	2.59	2.20	1.60	
D., L. & W. R. R.		3.47	4.23	4.50	4.50	2.73	2.20	1.40	1.12
Erie R. R.		3.54	4.23	4.48	4.48	2.75	2.21	1.47	1.18
N. Y., O. & W. Ry.		3.53	4.25	4.49	4.49	2.71	2.21	1.51	1.21

LEHIGH REGION.

L. V. Coal Co.		$3.96	$4.36	$4.60	$4.60	$2.70	$1.90		
L. & W. B. C. Co.		3.92	4.29	4.44	4.44				
Coxe Bros. & Co.		3.81	4.30	4.50	4.53	2.47	2.02	$1.48	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.56	$4.22	$4.45	$4.45	$2.67	$2.18		
L. V. Coal Co.		3.58	4.21	4.45	4.45	2.40	1.92		

DECEMBER, 1901.

WYOMING REGION.

L. V. Coal Co.		3.58	$4.21	$4.47	$4.48	$2.40	$2.18	$1.37	$1.17
L. & W. B. C. Co.		3.55	4.19	4.44	4.45	2.62	2.20	1.60	
D., L. & W. R. R.		3.49	4.25	4.50	4.49	2.68	2.22	1.38	1.13
Erie R. R.		3.64	4.24	4.49	4.49	2.68	2.20	1.46	1.20
N. Y., O. & W. Ry.		3.54	4.25	4.50	4.50	2.74	2.20	1.52	1.21

LEHIGH REGION.

L. V. Coal Co.		$3.90	$4.36	$4.60	$4.60	$2.70	$2.15		
L. & W. B. C. Co.		3.88	4.30	4.44	4.45				
Coxe Bros. & Co.		3.80	4.32	4.54	4.52	2.70	2.13	$1.56	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.58	$4.21	$4.45	$4.45	$2.66	$2.18	$1.40	
L. V. Coal Co.		3.57	4.21	4.45	4.45	2.49	2.01		

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1902.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$3.53	$4.22	$4.48	$4.48	$2.71	$2.22	$1.36	$1.20
L. & W. B. C. Co.	$3.84	3.51	4.19	4.45	4.45	2.62	2.20	1.60	.....
D., L. & W. R. R.		3.49	4.25	4.50	4.50	2.75	2.21	1.40	1.14
Erie R. R.		3.64	4.25	4.49	4.49	2.75	2.21	1.58	1.22
N. Y., O. & W. Ry.		3.57	4.25	4.49	4.49	2.77	2.25	1.54	1.21

LEHIGH REGION.

L. V. Coal Co.		$3.93	$4.38	$4.60	$4.60	$2.70	$2.16	.....	.....
L. & W. B. C. Co.		3.81	4.30	4.46	4.45	.....	.....	.....	.....
Coxe Bros. & Co.		3.77	4.26	4.55	4.52	2.77	2.15	$1.46	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.52	$4.21	$4.45	$4.45	$2.76	$2.19	$1.45	.....
L. V. Coal Co.		3.59	4.21	4.45	4.46	2.54	2.15	.....	.....

FEBRUARY, 1902.

WYOMING REGION.

L. V. Coal Co.		$3.55	$4.21	$4.48	$4.48	$2.71	$2.22	$1.36	$1.20
L. & W. B. C. Co.	$3.84	3.55	4.20	4.44	4.47	2.61	.....	.....	.....
D., L. & W. R. R.		3.51	4.25	4.50	4.50	2.78	2.23	1.39	1.16
Erie R. R.		3.60	4.24	4.49	4.49	2.78	2.20	1.55	1.23
N. Y., O. & W. Ry.		3.54	4.24	4.49	4.49	2.77	2.25	1.54	1.24

LEHIGH REGION.

L. V. Coal Co.		$3.96	$4.37	$4.60	$4.60	$2.70	.....	.....	.....
L. & W. B. C. Co.		3.87	4.30	4.45	4.43	.....	.....	.....	.....
Coxe Bros. & Co.		3.77	4.28	4.54	4.52	2.79	$2.15	$1.56	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.54	$4.23	$4.45	$4.45	$2.72	$2.18	$1.43	.....
L. V. Coal Co.		3.57	4.21	4.45	4.46	2.73	2.19	.....	.....

MARCH, 1902.

WYOMING REGION.

L. V. Coal Co.		$3.53	$4.23	$4.48	$4.48	$2.71	$2.22	$1.38	$1.20
L. & W. B. C. Co.	$3.84	3.53	4.20	4.45	4.45	2.57	.....	.....	.....
D., L. & W. R. R.		3.54	4.25	4.50	4.46	2.77	2.24	1.39	1.16
Erie R. R.		3.58	4.24	4.49	4.49	2.76	2.19	1.58	1.21
N. Y., O. & W. Ry.		3.54	4.24	4.50	4.50	2.75	2.26	1.50	1.20

LEHIGH REGION.

L. V. Coal Co.		$3.78	$4.37	$4.61	$4.60	$2.70	$2.19	.....	.....
L. & W. B. C. Co.	$4.03	3.64	.....	.....	4.45	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.93	4.28	4.51	4.55	2.78	2.23	$1.52	$1.10

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$3.55	$4.22	$4.46	$4.45	$2.71	$2.18	$1.40	.....
L. V. Coal Co.		3.52	4.21	4.45	4.46	2.72	2.19	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1902.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$3.69	$3.97	$3.98	$3.98	$2.78	$2.22	$1.35	$1.20
L. & W. B. C. Co.	$3.69	3.69	3.94	3.94	3.95	2.70	.....	.....	.....
D., L. & W. R. R.	.....	3.64	3.99	4.00	4.00	2.74	2.34	1.43	1.17
Erie R. R.	.....	3.65	3.98	3.98	3.98	2.81	2.18	1.63	1.22
N. Y., O. & W. Ry.	.....	3.63	4.00	4.00	4.00	2.80	2.25	1.48	1.20

LEHIGH REGION.

L. V. Coal Co.	.....	$3.85	$4.10	$4.10	$4.10	$2.68	$2.05	.....	.....
L. & W. B. C. Co.	$4.03	3.[illegible]3	4.04	3.95	3.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.83	4.14	4.13	4.12	2.73	2.10	$1.72	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	$4.05	$3.64	$3.96	$3.95	$3.95	$2.83	$2.18	$1.60	.....
L. V. Coal Co.	.....	3.69	3.95	3.95	3.95	2.69	2.06	.....	.....

MAY, 1902.

WYOMING REGION.

L. V. Coal Co.	.....	$3.81	$4.10	$4.09	$4.10	$2.66	$2.21	$1.35	$1.20
L. & W. B. C. Co.	.....	3.72	4.02	4.01	4.03	2.69	.....	.....	.....
D., L. & W. R. R.	.....	3.58	4.10	4.10	4.10	2.78	2.23	1.49	1.17
Erie R. R.	.....	3.68	4.03	4.04	4.05	2.84	2.24	1.62	1.26
N. Y., O. & W. Ry.	.....	3.71	4.07	4.09	4.08	2.81	2.23	1.59	1.18

LEHIGH REGION.

L. V. Coal Co.	.....	$3.88	$4.20	$4.20	$4.20	$2.65	.....	.....	.....
L. & W. B. C. Co.	.....	3.90	4.15	4.04	4.05	.....	.....	.....	.....
Coxe Bros. & Co.	.....	3.94	4.28	4.28	4.27	2.73	$2.15	$2.24	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$3.76	$4.04	$4.02	$4.02	$2.87	$2.20	.....	.....
L. V. Coal Co.	.....	3.74	4.05	4.05	4.05	2.66	2.06	.....	.....

JUNE, 1902.

WYOMING REGION.

L. V. Coal Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
L. & W. B. C. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
D., L. & W. R. R.	.....	.....	Strike period.	.....	.....	.....	.....	.....	.....
Erie R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y., O. & W. Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....

LEHIGH REGION.

L. V. Coal Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
L. & W. B. C. Co.	.....	.....	Strike period.	.....	.....	.....	.....	.....	.....
Coxe Bros. & Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
L. V. Coal Co.	.....	.....	Strike period.	.....	.....	.....	.....	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1903*—Continued.

JULY, 1902.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.									
L. & W. B. C. Co.									
D., L. & W. R. R.			Strike period.						
Erie R. R.									
N. Y., O. & W. Ry.									

LEHIGH REGION.

L. V. Coal Co.									
L. & W. B. C. Co.			Strike period.						
Coxe Bros. & Co.									

SCHUYLKILL REGION.

P. & R. C. & I. Co.									
L. V. Coal Co.			Strike period.						

AUGUST, 1902.

WYOMING REGION.

L. V. Coal Co.									
L. & W. B. C. Co.									
D., L. & W. R. R.			Strike period.						
Erie R. R.									
N. Y., O. & W. Ry.									

LEHIGH REGION.

L. V. Coal Co.									
L. & W. B. C. Co.			Strike period.						
Coxe Bros. & Co.									

SCHUYLKILL REGION.

P. & R. C. & I. Co.									
L. V. Coal Co.			Strike period.						

SEPTEMBER, 1902.

WYOMING REGION.

L. V. Coal Co.									
L. & W. B. C. Co.									
D., L. & W. R. R.			Strike period.						
Erie R. R.									
N. Y., O. & W. Ry.									

LEHIGH REGION.

L. V. Coal Co.									
L. & W. B. C. Co.			Strike period.						
Coxe Bros. & Co.									

SCHUYLKILL REGION.

P. & R. C. & I. Co.									
L. V. Coal Co.			Strike period.						

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1902.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4.09	$7.70			$2.85	$2.25	$1.40	
L. & W. B. C. Co.		3.75	4.95	$4.95	$4.95	2.70			
D., L. & W. R. R.		4.19	4.86	4.85	4.90	2.90	2.39	1.64	$1.29
Erie R. R.		4.11	4.99	5.00	4.99	2.32	2.66	1.72	1.71
N. Y., O. & W. Ry.		4.26	4.61	4.66	4.64	2.85	2.26	1.65	1.25

LEHIGH REGION.

L. V. Coal Co.		$4.00	$5.20	$5.22	$5.38	$2.85			
L. & W. B. C. Co.									
Coxe Bros. & Co.		3.98	5.01	5.53	5.54	3.49	$2.95	$1.64	

SCHUYLKILL REGION.

P. & R. C. & I. Co.									
L. V. Coal Co.			$5.68	$4.98	$5.93	$2.67			

NOVEMBER, 1902.

WYOMING REGION.

L. V. Coal Co.		$4.14	$4.95	$4.95	$4.95	$2.86	$2.31	$1.41	
L. & W. B. C. Co.	$3.98	4.08	4.95	4.95	4.95	2.78			
D., L. & W. R. R.		4.09	4.99	5.00	5.00	3.37	2.58	1.71	$1.33
Erie R. R.		4.35	4.98	4.99	4.99	3.28	2.51	1.66	1.65
N. Y., O. & W. Ry.		4.28	5.00	5.00	5.00	3.39	2.59	1.77	1.29

LEHIGH REGION.

L. V. Coal Co.		$4.42	$5.11	$5.11	$5.11	$2.73	$2.07		
L. & W. B. C. Co.		4.63	5.05	4.95	4.95				
Coxe Bros. & Co.		4.73	5.40	5.47	5.43	3.07	2.13		

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4.01	$4.95	$4.95	$4.95	$3.00		$1.84	
L. V. Coal Co.		3.97	4.97	4.97	4.97	2.75	$2.10		

DECEMBER, 1902.

WYOMING REGION.

L. V. Coal Co.		$4.08				$2.80	$2.34	$1.57	
L. & W. B. C. Co.	$3.98	4.10	$4.95	$4.95	$4.95	2.90		1.94	
D., L. & W. R. R.		4.13	5.00	5.00	5.00	3.46	2.61	1.84	$1.36
Erie R. R.		4.31	5.00	4.99	4.99	3.20	2.76	1.56	1.61
N. Y., O. & W. Ry.		4.21	4.99	5.00	5.00	3.46	2.61	1.79	1.31

LEHIGH REGION.

L. V. Coal Co.		$4.43	$5.11	$5.10	$5.12	$2.68	$2.05		
L. & W. B. C. Co.		4.08	5.05						
Coxe Bros. & Co.		4.69	5.48	5.51	5.47	3.08	2.17	$1.46	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4.01	$4.95	$4.95	$4.95	$3.21		$1.81	
L. V. Coal Co.		4.04	4.99	4.99	4.98	2.71	$2.06		

GOVERNMENT EXHIBIT No. 16.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1903.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4.13				$2.70	$2.26	$1.58	
L. & W. B. C. Co.	$3.98	3.93	$4.95	$4.95	$4.95	2.76			
D., L. & W. R. R.		4.12	5.00	5.00	5.00	3.50	2.72	1.88	$1.52
Erie R. R.		4.53	5.00	5.00	5.00	3.36	2.73	1.90	1.73
N. Y., O. & W. Ry.		4.24	5.00	5.00	5.00	3.46	2.60	1.79	1.31
LEHIGH REGION.									
L. V. Coal Co.		$4.61	$5.13	$5.13	$5.14	$3.51	$2.08		
L. & W. B. C. Co.		4.80	5.08						
Coxe Bros. & Co.		5.73	8.24	8.12	8.31	4.05	2.38	$1.43	
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$3.98	$4.95	$4.95	$4.95	$3.20	$2.60		
L. V. Coal Co.		4.07	4.99	4.98	4.98	3.80	2.11		

FEBRUARY, 1903.

WYOMING REGION.

L. V. Coal Co.	$3.98	$4.98	$4.98	$4.99	$3.39	$2.22	$1.58	
L. & W. B. C. Co.	3.89	4.95	4.95	4.95	2.80			
D., L. & W. R. R.	4.03	5.00	5.00	5.00	3.50	2.57	1.84	$1.40
Erie R. R.	4.36	5.00	5.00	5.00	3.15	2.68	1.91	1.52
N. Y., O. & W. Ry.	4.18	5.00	5.00	5.00	3.44	2.59	1.80	1.34
LEHIGH REGION.								
L. V. Coal Co.		$4.21	$5.10	$5.10	$5.10	$3.75	$2.06	
L. & W. B. C. Co.		4.47	5.05	4.95	4.95			
Coxe Bros. & Co.		4.16	5.36	5.29	5.30	3.60	2.10	$1.57
SCHUYLKILL REGION.								
P. & R. C. & I. Co.		$4.00	$4.95	$4.95	$4.95	$3.20	$2.60	$1.75
L. V. Coal Co.		3.92	4.96	4.96	4.96	3.73	2.09	

MARCH, 1903.

WYOMING REGION.

L. V. Coal Co.		$3.81	$5.00	$4.99	$4.99	$2.99	$2.22	$1.47	
L. & W. B. C. Co.	$3.98	3.76	4.94	4.95	4.95	2.75			
D., L. & W. R. R.		3.82	5.00	5.00	5.00	3.12	2.56	1.72	$1.38
Erie R. R.		3.98	4.99	4.99	5.00	2.94	2.41	1.71	1.40
N. Y., O. & W. Ry.		4.03	4.99	5.00	4.99	3.41	2.55	1.75	1.30
LEHIGH REGION.									
L. V. Coal Co.		$3.92	$5.15	$5.10	$5.10	$2.79	$2.05		
L. & W. B. C. Co.		4.27	5.05	4.95	4.98				
Coxe Bros. & Co.		4.05	5.03	5.05	5.17	2.94	2.14	$1.50	
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$3.97	$4.95	$4.95	$4.95	$2.96	$2.45		
L. V. Coal Co.		3.80	5.01	4.96	4.98	2.64	2.05		

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1903.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4.25	$4.50	$4.50	$4.50	$2.97	$2.47	$1.61	
L. & W. B. C. Co.	$4.18	4.19	4.45	4.45	4.45	2.77			
D., L. & W. R. R.		4.25	4.50	4.50	4.50	3.00	2.50	1.70	$1.33
Erie R. R.		4.22	4.49	4.49	4.49	2.97	2.50	1.84	1.34
N. Y., O. & W. Ry.		4.23	4.46	4.47	4.47	2.98	2.49	1.72	1.31
LEHIGH REGION.									
L. V. Coal Co.		$4.35	$4.60	$4.60	$4.60	$2.87	$2.30		
L. & W. B. C. Co.		4.31	4.55	4.44	4.45	3.00			
Coxe Bros. & Co.		4.36	4.65	4.66	4.66	2.85	2.17	$1.39	
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.21	$4.45	$4.45	$4.45	$2.95	$2.45	$1.70	
L. V. Coal Co.		4.21	4.45	4.45	4.45	2.85	2.30		

MAY, 1903.

WYOMING REGION.

L. V. Coal Co.		$4.30	$4.60	$4.60	$4.60	$2.97	$2.47	$1.57	$1.35
L. & W. B. C. Co.		4.24	4.53	4.53	4.53	2.76			
D., L. & W. R. R.		4.32	4.60	4.60	4.60	3.00	2.50	1.73	1.33
Erie R. R.		4.31	4.57	4.57	4.58	2.99	2.50	1.84	1.39
N. Y., O. & W. Ry.		4.29	4.56	4.56	4.57	2.97	2.49	1.73	1.30
LEHIGH REGION.									
L. V. Coal Co.		$4.42	$4.70	$4.70	$4.70	$2.80	$2.30		
L. & W. B. C. Co.		4.38	4.65	4.55	4.55				
Coxe Bros. & Co.		4.30	4.81	4.81	4.79	2.89	2.16	$1.89	$1.44
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.30	$4.55	$4.55	$4.55	$2.95	$2.45	$1.70	
L. V. Coal Co.		4.24	4.56	4.55	4.55	2.83	2.30		

JUNE, 1903.

WYOMING REGION.

L. V. Coal Co.		$4.45	$4.65	$4.65	$4.65	$2.97	$2.47	$1.57	$1.35
L. & W. B. C. Co.		4.25	4.64	4.63	4.64	2.77			
D., L. & W. R. R.		4.42	4.70	4.70	4.70	3.00	2.41	1.74	1.37
Erie R. R.		4.38	4.67	4.67	4.67	2.99	2.50	1.84	1.39
N. Y., O. & W. Ry.		4.38	4.65	4.66	4.66	2.98	2.45	1.72	1.30
LEHIGH REGION.									
L. V. Coal Co.		$4.52	$4.80	$4.80	$4.80	$2.80	$2.30		
L. & W. B. C. Co.		4.53	4.75	4.65	4.65				
Coxe Bros. & Co.		4.28	4.97	4.94	4.87	2.85	2.15		
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.40	$4.65	$4.64	$4.64	$2.95	$2.45	$1.50	
L. V. Coal Co.		4.21	4.65	4.66	4.66	2.81	2.30		

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1903.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.50	$4.75	$4.75	$4.75	$2.97	$2.47	$1.56	$1.35
L. & W. B. C. Co.	.....	4.27	4.75	4.75	4.74	2.94	2.45	.....	.....
D., L. & W. R. R.	.....	4.48	4.80	4.80	4.80	3.00	2.50	1.85	1.37
Erie R. R.	.....	4.41	4.76	4.75	4.74	3.00	2.50	1.84	1.41
N. Y., O. & W. Ry	.....	4.46	4.78	4.78	4.79	2.98	2.46	1.71	1.31

LEHIGH REGION.

L. V. Coal Co.	.....	$4.59	$4.90	$4.90	$4.90	$2.80	$2.30	.....	.....
L. & W. B. C. Co.	.....	4.34	.....	4.75	4.75	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.31	5.10	5.09	5.04	2.86	2.19	$1.79	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.46	$4.75	$4.75	$4.75	$2.89	$2.39	$1.46	.....
L. V. Coal Co.	.....	4.31	4.75	4.75	4.76	2.81	2.30	.....	.....

AUGUST, 1903.

WYOMING REGION.

L. V. Coal Co.	.....	$4.25	$4.85	$4.85	$4.85	$2.97	$2.47	$1.56	$1.35
L. & W. B. C. Co.	.....	4.29	4.82	4.82	4.82	2.94	2.45	.....	.....
D., L. & W. R. R.	.....	4.44	4.90	4.90	4.90	3.00	2.50	1.85	1.37
Erie R. R.	.....	4.45	4.87	4.86	4.87	2.99	2.50	1.83	1.39
N. Y., O. & W. Ry	.....	4.44	4.88	4.89	4.88	2.98	2.47	1.73	1.33

LEHIGH REGION.

L. V. Coal Co.	.....	$4.70	$5.01	$5.00	$5.00	$2.80	.....	.....	.....
L. & W. B. C. Co.	.....	4.62	4.93	4.85	4.85	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.11	5.17	5.23	5.13	2.88	$2.28	.....	$1.20

SCHUYLKILL REGION.

P. R. C. & I. Co.	$4.85	$4.47	$4.85	$4.85	$4.85	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.36	4.85	4.85	4.86	2.81	2.30	.....	.....

SEPTEMBER, 1903.

WYOMING REGION.

L. V. Coal Co.	.....	$4.28	$4.98	$4.95	$4.96	$2.97	$2.45	$1.53	$1.36
L. & W. B. C. Co.	.....	4.25	4.94	4.94	4.94	2.94	.....	.....	.....
D., L. & W. R. R.	$4.25	4.28	5.00	5.00	5.00	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.43	4.96	4.97	4.97	2.99	2.49	1.84	1.39
N. Y., O. & W. Ry.	.....	4.44	4.98	4.99	4.97	2.98	2.48	1.74	1.34

LEHIGH REGION.

L. V. Coal Co.	.....	$4.45	$5.10	$5.10	.....	$2.85	.....	.....	.....
L. & W. B. C. Co.	.....	4.33	5.03	4.93	.....	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.10	4.86	4.95	$4.93	2.88	$2.26	$1.59	$1.22

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.43	$4.95	$4.95	$4.95	$2.85	$2.35	$1.45	.....
L. V. Coal Co.	.....	4.28	4.95	4.95	4.97	2.81	2.30	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1903.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.39	$4.95	$4.95	$4.95	$2.97	$2.43	$1.55	$1.35
L. & W. B. C. Co.	.....	4.25	4.94	4.94	4.95	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.25	4.38	5.00	5.00	5.00	3.00	3.50	1.85	1.37
Erie R. R.	.....	4.46	4.98	4.98	4.98	2.99	2.49	1.85	1.39
N. Y., O. & W. Ry.	.....	4.44	4.98	4.99	4.98	2.97	2.49	1.75	1.33

LEHIGH REGION.

L. V. Coal Co.	.....	$4.54	$5.10	$5.10	.....	$2.80	.....	.....	.....
L. & W. B. C. Co.	.....	4.33	4.95	4.94	$4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.26	4.89	4.93	4.94	2.88	$2.35	$1.63	$1.24

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.26	$4.95	$4.95	$4.95	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.34	4.95	4.95	4.96	2.81	2.30	.....	.....

NOVEMBER, 1903.

WYOMING REGION.

L. V. Coal Co.	.....	$4.53	$4.95	$4.95	$4.95	$2.97	$2.42	$1.49	$1.35
L. & W. B. C. Co.	.....	4.24	4.94	4.94	4.95	2.94	2.45	.....	.....
D., L. & W. R. R.	.....	4.34	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.48	4.98	4.98	4.98	2.99	2.49	1.84	1.40
N. Y., O. & W. Ry.	.....	4.42	4.98	4.98	4.99	2.98	2.48	1.75	1.33

LEHIGH REGION.

L. V. Coal Co.	.....	$4.46	$4.98	$4.97	$5.08	$2.80	.....	.....	.....
L. & W. B. C. Co.	.....	4.30	4.95	4.93	.....	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.32	4.90	4.98	4.93	2.88	$2.35	$1.86	$1.20

SCHUYLKILL REGION.

P. & R. C. & I. Co.	$4.95	$4.25	$4.95	$4.95	$4.95	$2.85	$2.36	$1.47	.....
L. V. Coal Co.	.....	4.24	4.96	4.96	4.96	2.81	2.31	.....	.....

DECEMBER, 1903.

WYOMING REGION.

L. V. Coal Co.	.....	$4.31	$4.95	$4.95	$4.95	$2.90	$2.46	$1.55	$1.35
L. & W. B. C. Co.	.....	4.24	4.95	4.95	4.95	2.94	2.45	.....	.....
D., L. & W. R. R.	.....	4.42	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.50	4.99	4.99	4.98	2.99	2.49	1.84	1.39
N. Y., O. & W. Ry.	.....	4.41	4.98	4.99	4.99	2.98	2.48	1.77	1.32

LEHIGH REGION.

L. V. Coal Co.	.....	$4.62	$4.96	$4.97	$4.99	$2.80	$2.30	.....	.....
L. & W. B. C. Co.	.....	4.35	4.93	4.93	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.04	4.80	4.99	4.97	2.86	2.38	$1.71	$1.43

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.28	$4.95	$4.95	$4.95	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.31	4.98	4.97	4.98	2.81	2.31	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1904.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4.46	$4.94	$4.96	$4.95	$2.96	$2.42	$1.51	$1.35
L. & W. B. C. Co.		4.26	4.94	4.94	4.95	2.94			
D., L. & W. R. R.	$4.25	4.43	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.		4.50	4.98	4.99	4.98	2.99	2.49	1.84	1.37
N. Y., O. & W. Ry.		4.41	4.97	4.99	4.99	2.99	2.48	1.77	1.30
LEHIGH REGION.									
L. V. Coal Co.		$4.41	$4.96	$4.96	$4.98	$2.80	$2.30		
L. & W. B. C. Co.			4.93	4.95	4.95				
Coxe Bros. & Co.		4.32	4.94	4.95	4.95	2.92	2.35	$1.99	$1.40
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.30	$4.97	$4.96	$4.96	$2.86	$2.36	$1.45	
L. V. Coal Co.		4.30	4.96	4.97	4.98	2.84	2.31		

FEBRUARY, 1904.

WYOMING REGION.

L. V. Coal Co.		$4.39	$4.95	$4.96	$4.95	$2.97	$2.44	$1.50	$1.35
L. & W. B. C. Co.		4.29	4.94	4.95	4.94	2.94			
D., L. & W. R. R.	$4.25	4.53	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.		4.51	4.98	4.97	4.98	2.99	2.49	1.84	1.37
N. Y., O. & W. Ry.		4.40	4.96	4.99	4.99	2.99	2.49	1.76	1.30
LEHIGH REGION.									
L. V. Coal Co.		$4.72	$4.96	$4.96	$4.95	$2.80	$2.30		
L. & W. B. C. Co.		4.30	4.95	4.95					
Coxe Bros. & Co.		4.31	4.91	4.96	4.96	2.84	2.34	$1.89	
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.36	$4.95	$4.96	$4.95	$2.87	$2.37	$1.46	
L. V. Coal Co.		4.27	4.97	4.97	4.99	2.81	2.31		

MARCH, 1904.

WYOMING REGION.

L. V. Coal Co.		$4.30	$4.95	$4.96	$4.96	$2.97	$2.46	$1.46	$1.35
L. & W. B. C. Co.		4.21	4.94	4.94	4.94	2.94			
D., L. & W. R. R.	$4.25	4.51	5.00	5.00	5.00	3.00	2.50	1.85	1.39
Erie R. R.		4.39	4.98	4.96	4.98	2.99	2.50	1.84	1.39
N. Y., O. & W. Ry.		4.40	4.95	4.98	4.97	2.97	2.48	1.75	1.30
LEHIGH REGION.									
L. V. Coal Co.		$4.44	$4.97	$4.95	$4.96	$2.80	$2.30		
L. & W. B. C. Co.		4.33	4.95		4.95				
Coxe Bros. & Co.		4.28	4.91	4.92	4.95	2.92	2.36	$1.97	
SCHUYLKILL REGION.									
P. & R. C. & I. Co.		$4.27	$4.95	$4.95	$4.95	$2.86	$2.36	$1.46	
L. V. Coal Co.		4.23	4.97	4.96	4.97	2.83	2.31		

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1904.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.95	$2.45	$1.50	$1.35
L. & W. B. C. Co.	.....	4.19	4.44	4.44	4.44	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.25	4.24	4.50	4.50	4.50	3.00	2.50	1.85	1.38
Erie R. R.	.....	4.21	4.48	4.47	4.48	2.99	2.49	1.84	1.37
N. Y., O. & W. Ry.	.....	4.24	4.49	4.50	4.49	2.97	2.48	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.35	$4.60	$4.58	$4.60	$2.80	$2.26	.....	.....
L. & W. B. C. Co.	.....	4.31	4.53	4.45	4.45	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.38	4.62	4.61	4.62	2.83	2.37	$2.00	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.85	$2.35	$1.48	.....
L. V. Coal Co.	.....	4.21	4.45	4.45	4.45	2.80	2.25	.....	.....

MAY, 1904.

WYOMING REGION.

L. V. Coal Co.	.....	$4.24	$4.55	$4.55	$4.55	$2.95	$2.45	$1.55	$1.35
L. & W. B. C. Co.	.....	4.23	4.53	4.52	4.52	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.32	4.60	4.60	4.60	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.32	4.56	4.56	4.56	2.98	2.49	1.83	1.37
N. Y., O. & W. Ry.	.....	4.30	4.59	4.59	4.60	2.97	2.48	1.74	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.44	$4.60	$4.69	$4.70	$2.81	$2.20	.....	.....
L. & W. B. C. Co.	.....	4.37	4.66	4.55	4.51	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.38	4.75	4.78	4.73	2.93	2.36	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.25	$4.54	$4.54	$4.54	$2.85	$2.35	$1.47	.....
L. V. Coal Co.	.....	4.24	4.55	4.54	4.55	2.80	2.20	.....	.....

JUNE, 1904.

WYOMING REGION.

L. V. Coal Co.	.....	$4.27	$4.65	$4.65	$4.65	$2.52	$2.00	$1.51	$1.35
L. & W. B. C. Co.	.....	4.22	4.61	4.62	4.62	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.34	4.69	4.70	4.69	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.38	4.66	4.67	4.65	2.98	2.50	1.81	1.37
N. Y., O. & W. Ry.	.....	4.36	4.69	4.70	4.70	2.97	2.49	1.74	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.54	$4.80	$4.80	$4.80	$2.46	$2.00	.....	.....
L. & W. B. C. Co.	.....	4.34	4.67	4.65	4.65	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.44	4.83	4.85	4.77	2.90	2.37	1.96	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.22	$4.63	$4.64	$4.64	$2.86	$2.35	$1.49	.....
L. V. Coal Co.	.....	4.27	4.65	4.65	4.66	2.55	2.05	.....	.....

GOVERNMENT EXHIBIT No. 15. *New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1906. Continued.*

[illegible], 1904.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4 25	$4 75	$4 75	$4 75	$2 50	$2 10	$1 60	$1 35
L. & W. B. C. Co.		4 21	4 70	4 75	4 75	2 75			
D., L. & W. R. R.	$4 00	4 30	4 70	4 70	4 70	2 60	2 00	1 35	1 30
Erie R. R.		4 25	4 70	4 70	4 70	2 50	2 00	1 35	1 30
N. Y., O. & W. Ry.		4 00	4 70	4 90	4 70	2 07	2 00	1 70	1 30

LEHIGH REGION.

L. V. Coal Co.		$4 10	$4 01	$4 00	$4 00	$2 25	$1 97	$1 60	
L. & W. B. C. Co.			4 05		4 75				
Coxe Bros. & Co.		4 00	4 00	4 00	4 00	2 50	2 00	1 60	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4 20	$4 75	$4 75	$4 75	$2 25	$2 05	$1 95	
L. V. Coal Co.		4 20	4 70	4 75	4 77	2 50	2 50		

[illegible], 1904.

WYOMING REGION.

L. V. Coal Co.		$4 27	$4 25	$4 25	$4 25	$2 70	$2 00	$1 60	$1 35
L. & W. B. C. Co.		4 20	4 22	4 24	4 24	2 75			
D., L. & W. R. R.	$4 00	4 27	4 20	4 00	4 00	2 60	2 00	1 35	1 30
Erie R. R.		4 25	4 27	4 25	4 25	2 50	2 00	1 35	1 30
N. Y., O. & W. Ry.		4 00	4 00	4 00	4 00	2 07	2 00	1 75	1 30

LEHIGH REGION.

L. V. Coal Co.		$4 10	$3 00	$3 00	$3 00	$2 75	$2 00	$1 60	
L. & W. B. C. Co.		4 03	4 05	4 05	4 05				
Coxe Bros. & Co.		4 05	4 07	4 00	4 07	2 50	2 00	1 50	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4 22	$4 05	$4 05	$4 05	$2 25	$2 05	$1 44	
L. V. Coal Co.		4 20	4 05	4 00	4 07	2 50	2 10		

SEPTEMBER, 1905.

WYOMING REGION.

L. V. Coal Co.		$4 25	$4 05	$4 05	$4 05	$2 05	$2 05	$1 50	$1 35
L. & W. B. C. Co.		4 20	4 03	4 04	4 20	2 70	2 05		
D., L. & W. R. R.	$4 00	4 25	4 08	4 00	4 00	2 60	2 02	1 35	1 30
Erie R. R.		4 20	4 05	4 05	4 05	2 50	2 00	1 44	1 30
N. Y., O. & W. Ry.		4 00	4 00	4 00	4 00	2 07	2 05	1 75	1 30

LEHIGH REGION.

L. V. Coal Co.		$4 00	$3 00	$3 05			$2 04	$1 05	
L. & W. B. C. Co.			4 02	4 05					
Coxe Bros. & Co.		4 02	5 00	5 05	$5 00	$3 00	2 27	1 52	$1 30

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4 20	$4 00	$4 04	$4 05	$2 30	$2 34	1 47	
L. V. Coal Co.		4 22	4 07	4 05	4 08	2 40	2 02		$1 35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908.*—Continued.

OCTOBER, 1904.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.		$4.34	$4.95	$4.95	$4.95	$2.95	$2.45	$1.84	$1.35
L. & W. B. C. Co.		4.21	4.94	4.94	4.95	2.76	2.45		
D., L. & W. R. R.	$4.00	4.33	4.99	4.99	5.00	3.00	2.49	1.85	1.35
Erie R. R.		4.41	4.98	4.98	4.98	2.98	2.50	1.84	1.38
N. Y., O. & W. Ry.		4.20	4.99	4.99	4.99	2.97	2.46	1.77	1.31

LEHIGH REGION.

L. V. Coal Co.		$4.26	$5.07	$5.07	$5.06	$2.80	$2.00	$1.45	
L. & W. B. C. Co.		4.23	5.05	4.95	4.95				
Coxe Bros. & Co.		4.24	4.97	5.03	5.01	2.95	2.20	1.85	

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4.25	$4.95	$4.95	$4.95	$2.82	$2.33	$1.47	
L. V. Coal Co.		4.24	4.97	4.96	4.97	2.81	2.20	1.45	$1.35

NOVEMBER, 1904.

WYOMING REGION.

L. V. Coal Co.		$4.26	$4.95	$4.95	$4.95	$2.95	$2.45	$1.82	$1.35
L. & W. B. C. Co.		4.22	4.95	4.95	4.95	2.77	2.45		
D., L. & W. R. R.	$4.00	4.34	5.00	5.00	5.00	3.00	2.50	1.85	1.35
Erie R. R.		4.45	4.98	4.98	4.98	2.98	2.49	1.84	1.38
N. Y., O. & W. Ry.		4.20	4.99	4.99	4.99	2.98	2.46	1.77	1.32

LEHIGH REGION.

L. V. Coal Co.		$4.31	$5.04	$5.03	$4.99			$1.45	
L. & W. B. C. Co.		4.20	4.99	4.94	4.95				
Coxe Bros. & Co.		4.23	5.00	5.04	5.02	$2.91	$2.20	1.88	$1.39

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4.25	$4.95	$4.95	$4.95	$2.82	$2.33	$1.46	
L. V. Coal Co.		4.22	4.96	4.95	4.96	2.80	2.20		$1.35

DECEMBER, 1904.

WYOMING REGION.

L. V. Coal Co.		$4.20	$4.95	$4.95	$4.95	$2.95	$2.45	$1.53	$1.35
L. & W. B. C. Co.		4.23	4.94	4.95	4.95	2.77	2.45		
D., L. & W. R. R.	$4.00	4.37	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.		4.40	4.98	4.98	4.98	2.98	2.49	1.85	1.38
N. Y., O. & W. Ry.		4.20	4.97	4.99	4.99	2.97	2.46	1.78	1.32

LEHIGH REGION.

L. V. Coal Co.		$4.40	$5.04	$5.00	$5.01		$2.20	$1.45	
L. & W. B. C. Co.	$4.00	4.52	4.98	4.94	4.94				
Coxe Bros. & Co.		4.32	5.00	5.03	5.02	$2.91	2.20	1.93	$1.70

SCHUYLKILL REGION.

P. & R. C. & I. Co.		$4.23	$4.95	$4.95	$4.95	$2.81	$2.32	$1.40	
L. V. Coal Co.		4.23	4.97	4.96	4.96	2.81	2.20		$1.35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1905.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.22	$4.95	$4.95	$4.97	$2.95	$2.45	$1.55	$1.35
L. & W. B. C. Co.	.....	4.22	4.94	4.94	4.95	2.77	2.45	.....	.....
D., L. & W. R. R.	4.00	4.37	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.42	4.98	4.97	4.98	2.99	2.44	1.84	1.38
N. Y., O. & W. Ry	.....	4.30	4.95	4.96	4.98	2.91	2.45	1.78	1.32

LEHIGH REGION.

L. V. Coal Co.	.....	$4.21	$4.98	$4.97	$4.97	.....	.....	$1.45	.....
L. & W. B. C. Co.	.....	4.32	.....	.....	.....	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.32	4.94	5.05	4.99	$2.88	$2.29	1.88	$1.27

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.85	$2.24	$1.46	.....
L. V. Coal Co.	.....	4.22	4.96	4.96	4.97	2.81	2.20	1.42	$1.35

FEBRUARY, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.95	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.23	4.94	4.95	4.95	2.77	2.44	.....	.....
D., L. & W. R. R.	$4.00	4.38	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.42	4.99	4.98	4.99	2.98	2.49	1.83	1.36
N. Y., O. & W. Ry	.....	4.30	4.95	4.96	4.96	2.90	2.44	1.75	1.32

LEHIGH REGION.

L. V. Coal Co.	.....	$4.51	$4.97	$4.96	$4.96	.....	$2.20	$1.45	.....
L. & W. B. C. Co.	.....	4.34	4.94	4.95	4.94	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.36	4.97	5.00	4.97	$2.88	2.24	1.81	$1.46

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.24	$4.96	$4.96	$4.95	$2.84	$2.33	$1.47	.....
L. V. Coal Co.	.....	4.26	4.97	4.96	4.97	2.81	2.20	1.44	$1.35

MARCH, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.21	$4.95	$4.95	$4.96	$2.95	$2.45	$1.57	$1.35
L. & W. B. C. Co.	.....	4.22	4.94	4.95	4.95	2.73	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.33	5.00	5.00	5.00	3.00	2.49	1.85	1.38
Erie R. R.	.....	4.35	4.97	4.97	4.99	2.98	2.49	1.83	1.37
N. Y., O. & W. Ry	.....	4.26	4.95	4.95	4.96	2.90	2.43	1.74	1.28

LEHIGH REGION.

L. V. Coal Co.	.....	$4.36	$4.96	$4.96	$4.96	.....	$2.20	$1.44	.....
L. & W. B. C. Co.	.....	4.18	.....	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.30	4.91	4.97	4.94	$2.62	2.24	1.86	$1.22

SCHUYLKILL REGION.

P. & R. C. & I. Co.	$4.45	$4.21	$4.95	$4.95	$4.95	$2.84	$2.34	$1.47	.....
L. V. Coal Co.	.....	4.22	4.97	4.96	4.98	2.81	2.20	1.42	.....

GOVERNMENT EXHIBIT NO. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1905.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.95	$2.45	$1.64	$1.35
L. & W. B. C. Co.	.....	4.19	4.44	4.45	4.45	2.74	2.45	.....	1.25
D., L. & W. R. R.	$4.00	4.24	4.50	4.50	4.50	3.00	2.50	1.85	1.38
Erie R. R.	.....	4.25	4.48	4.47	4.48	2.98	2.50	1.83	1.38
N. Y., O. & W. Ry.	.....	4.24	4.49	4.49	4.49	2.91	2.46	1.75	1.29

LEHIGH REGION.

L. V. Coal Co.	.....	$4.32	$4.60	$4.58	$4.60	$2.75	.....	$1.45	.....
L. & W. B. C. Co.	.....	4.27	4.54	4.45	4.45	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.38	4.64	4.64	4.63	2.21	$1.93	1.92	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.45	$4.45	$4.45	$2.84	$2.34	$1.46	.....
L. V. Coal Co.	.....	4.21	4.44	4.45	4.45	2.72	2.20	1.30	.....

MAY, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.55	$4.55	$4.55	$2.95	$2.45	$1.53	$1.35
L. & W. B. C. Co.	.....	4.29	4.58	4.52	4.52	2.73	2.45	.....	1.25
D., L. & W. R. R.	$4.00	4.25	4.60	4.60	4.60	3.00	2.50	1.85	1.38
Erie R. R.	.....	4.22	4.57	4.56	4.57	2.99	2.49	1.83	1.38
N. Y., O. & W. Ry.	.....	4.24	4.59	4.59	4.58	2.92	2.46	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.37	$4.68	$4.71	$4.70	.....	.....	$1.45	.....
L. & W. B. C. Co.	.....	4.33	4.59	4.53	4.52	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.40	4.75	4.76	4.72	$2.25	$1.92	1.68	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.22	$4.55	$4.54	$4.54	$2.83	$2.34	$1.46	.....
L. V. Coal Co.	.....	4.25	4.54	4.55	4.56	2.71	2.20	1.30	.....

JUNE, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.21	$4.65	$4.65	$5.65	$2.95	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.62	4.62	4.62	2.72	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.70	4.70	4.70	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.29	4.65	4.64	4.64	2.99	2.49	1.84	1.38
N. Y., O. & W. Ry.	.....	4.24	4.69	4.68	4.68	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.48	$4.77	$4.80	$4.81	.....	.....	$1.45	.....
L. & W. B. C. Co.	.....	4.39	4.71	4.63	4.65	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.37	4.84	4.85	4.86	$2.21	$1.93	1.93	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.64	$4.63	$4.64	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.25	4.65	4.65	4.66	2.71	2.20	1.30	$1.35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1905.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.21	$4.75	$4.75	$4.75	$2.95	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.20	4.71	4.72	4.72	2.71	2.45	.....	.....
D., L. & W. R. R	$4.00	4.26	4.79	4.80	4.80	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.29	4.75	4.75	4.76	2.99	2.49	1.84	1.38
N. Y., O. & W. Ry.	.....	4.24	4.78	4.78	4.79	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.28	$4.90	$4.88	$4.91	$2.70	$2.20	$1.45	.....
L. & W. B. C. Co.	.....	4.60	4.85	4.75	.....	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.36	4.97	4.95	4.93	2.23	1.87	1.79	$1.23

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.74	$4.74	$4.74	$2.83	$2.34	$1.45	.....
L. V. Coal Co.	.....	4.26	4.74	4.75	4.76	2.70	2.20	1.34	$1.35

AUGUST, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.85	$4.85	$4.85	$2.95	$2.45	$1.54	$1.35
L. & W. B. C. Co.	.....	4.19	4.81	4.82	4.81	2.75	2.45	1.80	.....
D., L. & W. R. R	$4.00	4.30	4.90	4.90	4.90	3.00	2.50	1.85	1.37
Erie R. R.	.....	4.26	4.86	4.86	4.86	2.99	2.50	1.83	1.38
N. Y., O. & W. Ry	.....	4.24	4.88	4.88	4.89	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.26	$4.92	$4.92	$4.97	.....	$2.20	$1.45	.....
L. & W. B. C. Co.	.....	4.41	4.95	4.85	4.85	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.35	4.96	4.97	4.94	$2.24	1.90	1.85	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.85	$4.85	$4.85	$2.82	$2.33	$1.45	.....
L. V. Coal Co.	.....	4.23	4.86	4.86	4.86	2.72	2.20	1.44	$1.35

SEPTEMBER, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.24	$4.95	$4.95	$4.95	$2.94	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.91	4.91	4.91	2.72	2.45	.....	.....
D., L. & W. R. R	$4.00	4.26	4.99	4.99	4.99	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.28	4.97	4.96	4.98	2.99	2.50	1.83	1.39
N. Y., O. & W. Ry	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.33	$5.03	$5.02	$5.06	$2.71	.....	$1.47	.....
L. & W. B. C. Co.	.....	4.47	4.95	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.31	4.99	5.07	4.99	2.15	$1.91	1.83	$1.62

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.83	$2.34	$1.45	.....
L. V. Coal Co.	.....	4.22	2.96	4.95	4.96	2.71	2.20	1.48	$1.35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1905.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.22	$4.95	$4.95	$4.95	$2.95	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.94	4.94	2.75	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.27	4.99	5.00	5.00	3.00	2.50	1.85	1.37
Erie R. R.	.....	4.28	4.99	4.98	4.98	2.99	2.50	1.83	1.39
N. Y., O. & W. Ry.	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.32	$5.03	$5.00	$5.00	$2.73	.....	$1.40	$1.35
L. & W. B. C. Co.	.....	4.49	5.00	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.31	5.04	5.04	5.00	2.22	$1.89	1.81	1.26

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.83	$2.33	$1.45	.....
L. V. Coal Co.	.....	4.22	4.95	4.96	4.96	2.70	2.20	1.41	$1.35

NOVEMBER, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.93	$2.45	$1.58	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.95	4.95	2.79	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.29	4.98	4.98	4.98	2.99	2.49	1.83	1.39
N. Y., O. & W. Ry.	.....	4.25	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.27	$4.95	$4.96	$4.96	$2.70	.....	$1.41	$1.35
L. & W. B. C. Co.	.....	4.35	5.05	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.41	5.05	5.04	5.02	2.19	$1.92	1.82	1.63

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.84	$2.33	$1.49	.....
L. V. Coal Co.	.....	4.24	4.95	4.95	4.95	2.70	2.20	1.48	$1.35

DECEMBER, 1905.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.88	$2.44	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.95	4.95	2.84	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.29	4.99	4.98	4.98	2.99	2.49	1.83	1.39
N. Y., O. & W. Ry.	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.73	.....	$1.46	.....
L. & W. B. C. Co.	.....	4.45	4.93	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.36	4.98	4.99	5.02	2.22	$1.91	1.86	$1.60

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.19	$4.95	$4.95	$4.95	$2.85	$2.34	$1.50	.....
L. V. Coal Co.	.....	4.22	4.96	4.96	4.96	2.71	2.20	1.55	$1.35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1906.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.89	$2.37	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.95	4.95	4.95	2.82	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.28	4.99	4.99	4.99	2.99	2.49	1.84	1.39
N. Y., O. & W. Ry	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.75	.....	$1.35	.....
L. & W. B. C. Co.	.....	4.55	.....	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.35	4.97	4.97	4.97	2.18	$1.93	2.00	$1.65

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.94	$4.95	$2.85	$2.35	$1.40	.....
L. V. Coal Co.	.....	4.22	4.96	4.97	4.97	2.71	2.20	1.58	$1.35

FEBRUARY, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.87	$2.42	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.95	4.95	2.82	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.38
Erie R. R.	.....	4.28	4.99	4.99	4.94	2.99	2.49	1.84	1.40
N. Y., O. & W. Ry	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.73	.....	.....	.....
L. & W. B. C. Co.	.....	4.35	4.93	4.92	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.40	4.95	4.97	4.96	2.21	$1.92	$1.87	$1.65

SCHUYLKILL REGION.

L. V. Coal Co.	.....	$4.21	$4.97	$4.98	$4.98	$2.72	$2.20	$1.44	.....
P. & R. C. & I. Co.	.....	4.20	4.95	4.94	4.94	2.84	2.34	1.49	.....

MARCH, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.92	$4.95	$4.95	$2.90	$2.40	$1.59	$1.35
L. & W. B. C. Co.	.....	4.19	4.95	4.95	4.95	2.81	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.36
Erie R. R.	.....	4.29	4.98	4.98	4.99	2.99	2.49	1.84	1.40
N. Y., O. & W. Ry.	.....	4.24	4.98	4.98	4.98	2.92	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.24	$4.93	$4.95	$4.96	.....	.....	.....	.....
L. & W. B. C. Co.	.....	4.44	4.92	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.48	4.95	4.95	4.95	$2.21	$2.00	$1.93	$1.39

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.19	$4.94	$4.94	$4.95	$2.85	$2.35	$1.49	.....
L. V. Coal Co.	.....	4.20	4.91	4.96	4.96	2.81	2.21	1.30	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1906.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co	.....	$4.25	$4.94	$4.92	$4.93	$2.95	$2.45	$1.30	$1.35
L. & W. B. C. Co	.....	.....	4.95	4.95	4.95	2.75	2.44	.....	.....
D., L. & W. R. R	$4.00	4.29	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R	.....	4.56	4.99	4.99	4.99	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry	.....	4.25	4.98	4.99	4.98	2.95	2.48	1.75	1.30

LEHIGH REGION.

L. V. Coal Co	.....	$4.32	$5.01	$5.05	$5.07	.....	.....	.....	.....
L. & W. B. C. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.45	4.98	4.95	4.99	$2.32	$2.29	$1.70	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.20	$4.95	$4.95	$4.95	$2.86	$2.35	$1.45	.....
L. V. Coal Co	.....	4.20	4.95	4.95	4.95	2.70	2.20	1.60	.....

MAY, 1906.

WYOMING REGION.

L. V. Coal Co	.....	$4.26	$4.54	$4.55	$4.55	$2.94	$2.45	$1.30	$1.35
L. & W. B. C. Co	.....	4.20	4.55	4.55	4.55	2.72	2.45	.....	.....
D., L. & W. R. R	.....	4.25	4.60	4.60	4.60	3.00	2.50	1.85	1.40
Erie R. R	.....	4.27	4.59	4.59	4.60	2.90	2.50	1.85	1.40
N. Y., O. & W. Ry	.....	4.24	4.59	4.58	4.58	2.96	2.47	1.75	1.30

LEHIGH REGION.

L. V. Coal Co	.....	$4.26	$4.69	$4.69	$4.70	$2.70	$2.20	$1.45	.....
L. & W. B. C. Co	.....	4.20	4.55	4.55	4.55	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.36	4.64	4.71	4.68	2.42	2.30	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.21	$4.55	$4.55	$4.54	$2.85	$2.35	$1.46	.....
L. V. Coal Co	.....	4.23	4.56	4.55	4.55	2.72	2.20	1.45	.....

JUNE, 1906.

WYOMING REGION.

L. V. Coal Co	.....	$4.22	$4.65	$4.65	$4.65	$2.95	$2.45	$1.60	$1.35
L. & W. B. C. Co	.....	4.19	4.62	4.62	4.62	2.71	2.45	.....	.....
D., L. & W. R. R	$4.00	4.26	4.69	4.69	4.69	3.00	2.50	1.85	1.39
Erie R. R	.....	4.26	4.66	4.65	4.65	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry	.....	4.24	4.68	4.68	4.68	2.96	2.48	1.75	1.30

LEHIGH REGION.

L. V. Coal Co	.....	$4.24	$4.74	$4.66	$4.65	$2.70	.....	.....	.....
L. & W. B. C. Co	$4.80	4.25	4.61	4.59	4.65	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.37	4.75	4.75	4.78	2.88	$2.49	$1.53	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.20	$4.63	$4.63	$4.62	$2.85	$2.35	$1.46	.....
L. V. Coal Co	.....	4.24	4.66	4.65	4.66	2.71	2.20	1.37	$1.35

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1906.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.75	$4.75	$4.75	$2.96	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.71	4.71	4.71	2.75	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.77	4.79	4.80	3.00	2.50	1.85	1.37
Erie R. R.	.....	4.27	4.76	4.75	4.76	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.77	4.78	4.78	2.90	2.41	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.57	$4.79	$4.80	$4.83	$2.70	.....	.....	.....
L. & W. B. C. Co.	.....	4.25	4.74	4.71	4.75	2.95	.....	.....	.....
Coxe Bros. & Co.	.....	4.37	4.92	4.90	4.93	2.92	$2.38	$1.50	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.74	$4.74	$4.73	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.23	4.76	4.75	4.75	2.69	2.20	.....	$1.35

AUGUST, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.25	$4.85	$4.85	$4.85	$2.96	$2.45	$1.47	$1.35
L. & W. B. C. Co.	.....	4.19	4.81	4.82	4.80	2.72	2.45	1.84	.....
D., L. & W. R. R.	$4.00	4.27	4.89	4.89	4.90	3.00	2.50	1.85	1.35
Erie R. R.	.....	4.27	4.84	4.86	4.88	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.87	4.87	4.88	2.90	2.40	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.50	$4.86	$4.87	$4.90	$2.75	$2.20	.....	.....
L. & W. B. C. Co.	.....	4.28	4.81	4.82	4.85	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.29	5.04	4.95	5.00	3.00	2.60	$1.63	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.85	$4.84	$4.85	$2.85	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.22	4.85	4.85	4.84	2.69	2.20	1.30	$1.35

SEPTEMBER, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.96	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.91	4.91	4.90	2.75	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.98	4.99	4.98	3.00	2.50	1.85	1.39
Erie R. R.	.....	4.26	4.96	4.92	4.96	2.99	2.74	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.97	4.97	4.97	2.90	2.40	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.37	$4.95	$4.96	$4.95	$2.70	$2.20	.....	.....
L. & W. B. C. Co.	.....	4.32	4.91	4.91	4.86	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.30	5.12	5.09	5.11	2.91	2.48	$2.00	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.94	$4.95	$4.93	$2.84	$2.35	$1.46	.....
L. V. Coal Co.	.....	4.21	4.95	4.95	4.95	2.69	2.20	1.30	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1906.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.22	$4.95	$4.95	$4.95	$2.95	$2.45	$1.60	$1.29
L. & W. B. C. Co.	.....	4.19	4.94	4.95	4.94	2.77	2.45	1.84	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.28	4.98	4.99	4.98	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.97	4.97	4.97	2.90	2.40	1.70	1.30
LEHIGH REGION.									
L. V. Coal Co.	.....	$4.24	$4.95	$4.95	$4.95	$2.70	$2.20	.....	.....
L. & W. B. C. Co.	.....	4.34	4.94	4.95	4.95	2.78	.....	.....	.....
Coxe Bros. & Co.	.....	4.30	5.05	5.02	5.08	2.89	2.39	$1.80	.....
SCHUYLKILL REGION.									
P. & R. C. & I. Co.	.....	$4.22	$4.95	$4.95	$4.95	$2.84	$2.35	$1.45	.....
L. V. Coal Co.	.....	4.22	4.96	4.95	4.95	2.70	2.20	1.30	$1.35

NOVEMBER, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.25	$4.95	$4.95	$4.95	$2.93	$2.45	$1.54	$1.35
L. & W. B. C. Co.	.....	4.18	4.94	4.94	4.95	2.81	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.27	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.27	4.98	4.98	4.99	2.99	2.49	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.97	4.97	4.97	2.90	2.40	1.70	1.30
LEHIGH REGION.									
L. V. Coal Co.	.....	$4.36	$4.96	$4.95	$4.95	.....	$2.20	.....	.....
L. & W. B. C. Co.	$4.80	4.26	4.94	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.38	5.05	5.04	5.06	$2.87	2.34	$2.00	.....
SCHUYLKILL REGION.									
P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.84	$2.36	$1.46	.....
L. V. Coal Co.	.....	4.20	4.96	4.95	4.95	2.69	2.20	1.30	.....

DECEMBER, 1906.

WYOMING REGION.

L. V. Coal Co.	.....	$4.23	$4.95	$4.95	$4.95	$2.94	$2.45	$1.60	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.95	4.95	2.76	2.45	1.84	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.28	4.98	4.98	4.99	2.99	2.49	1.85	1.39
N. Y., O. & W. Ry.	.....	4.20	4.97	4.97	4.97	2.90	2.40	1.70	1.30
LEHIGH REGION.									
L. V. Coal Co.	.....	$4.57	$4.95	$4.95	$4.95	.....	$2.20	$1.30	.....
L. & W. B. C. Co.	.....	4.20	4.93	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.32	5.01	5.03	5.07	$2.87	2.37	1.80	.....
SCHUYLKILL REGION.									
P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.85	$2.35	$1.47	.....
L. V. Coal Co.	.....	4.22	4.96	4.95	4.95	2.70	2.20	1.30	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1907.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.94	$2.44	$1.57	$1.35
L. & W. B. C. Co.	.....	4.20	4.94	4.94	4.94	2.77	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.23	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.27	4.98	4.98	4.99	2.99	2.45	1.85	1.39
N. Y., O. & W. Ry.	.....	4.20	4.97	4.97	4.97	2.90	2.40	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.32	$4.95	$4.95	$4.95	$2.70	$2.20	$1.50	.....
L. & W. B. C. Co.	.....	4.18	4.93	4.92	.....	2.95	.....	.....	.....
Coxe Bros. & Co.	.....	4.31	4.99	5.00	5.12	2.97	2.45	2.00	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.85	$2.35	$1.45	.....
L. V. Coal Co.	.....	4.22	4.96	4.96	4.96	2.69	2.20	1.60	$1.35

FEBRUARY, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.95	$4.96	$4.95	$2.89	$2.43	$1.56	$1.35
L. & W. B. C. Co.	.....	4.19	4.95	4.95	4.95	2.75	2.45	1.80	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.30	4.98	4.98	4.98	2.99	2.50	1.85	1.39
N. Y., O. & W. Ry.	.....	4.20	4.99	4.99	4.99	2.95	2.45	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.30	$4.95	$4.95	$4.95	.....	.....	$1.50	$1.35
L. & W. B. C. Co.	.....	4.33	4.95	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.34	4.95	4.95	4.96	$2.97	$2.45	1.80	1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.85	$2.35	$1.45	.....
L. V. Coal Co.	.....	4.20	4.98	4.97	4.96	2.68	2.20	.....	$1.35

MARCH, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.97	$4.95	$2.91	$2.46	$1.55	$1.35
L. & W. B. C. Co.	.....	4.19	4.94	4.94	4.95	2.77	2.45	1.80	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	1.85	1.40
Erie R. R.	.....	4.26	4.98	4.99	4.98	2.99	2.50	1.85	1.40
N. Y., O. & W. Ry.	.....	4.20	4.98	4.98	4.99	2.95	2.45	1.70	1.30

LEHIGH REGION.

L. V. Coal Co.	.....	$4.34	$4.95	$4.95	$4.95	$2.70	$2.20	.....	$1.35
L. & W. B. C. Co.	.....	.....	4.93	.....	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.32	4.95	4.95	4.95	2.99	2.49	$2.00	1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.86	$2.35	$1.45	.....
L. V. Coal Co.	.....	4.20	4.96	4.97	4.95	2.67	2.20	.....	$1.35

GOVERNMENT EXHIBIT NO. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1907.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.95	$2.45	$1.80	$1.37
L. & W. B. C. Co.	.....	4.19	4.44	4.45	4.45	2.78	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.23	4.49	4.50	4.50	3.00	2.50	1.94	1.43
Erie R. R.	.....	4.24	4.47	4.48	4.48	2.99	2.50	1.98	1.48
N. Y., O. & W. Ry.	.....	4.21	4.49	4.49	4.50	2.96	2.46	1.80	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.33	$4.59	$4.60	$4.60	$2.70	$2.20	$1.70	$1.37
L. & W. B. C. Co.	.....	4.19	4.43	4.45	4.45	2.95	.....	.....	.....
Coxe Bros. & Co.	.....	4.33	4.54	4.58	4.57	2.79	2.33	2.00	1.45

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.95	$2.44	$1.69	.....
L. V. Coal Co.	.....	4.20	4.46	4.45	4.45	2.70	2.18	.....	$1.45

MAY, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.55	$4.55	$4.55	$2.95	$2.45	$1.80	$1.39
L. & W. B. C. Co.	.....	4.19	4.53	4.53	4.53	2.77	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.60	4.60	4.60	3.00	2.50	1.96	1.44
Erie R. R.	.....	4.21	4.56	4.56	4.55	2.99	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.21	4.60	4.60	4.59	2.95	2.46	1.80	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.46	$4.67	$4.62	$4.69	$2.70	.....	$1.70	.....
L. & W. B. C. Co.	.....	4.21	4.53	4.54	4.55	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.33	4.72	4.70	4.76	2.78	$2.45	2.00	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.53	$4.53	$4.53	$2.92	$2.44	$1.70	.....
L. V. Coal Co.	.....	4.20	4.56	4.55	4.55	2.70	2.19	.....	$1.37

JUNE, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.21	$4.62	$4.65	$4.65	$2.95	$2.45	$1.80	$1.41
L. & W. B. C. Co.	.....	4.19	4.61	4.62	4.62	2.75	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.27	4.70	4.70	4.70	3.00	2.50	1.93	1.43
Erie R. R.	.....	4.25	4.66	4.66	4.65	2.99	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.23	4.70	4.70	4.69	2.95	2.47	1.80	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.40	$4.74	$4.69	$4.72	$2.70	$2.18	$1.70	.....
L. & W. B. C. Co.	.....	4.21	4.63	4.65	4.65	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.33	4.76	4.79	4.82	2.80	2.53	2.00	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.64	$4.65	$4.65	$2.90	$2.42	$1.71	.....
L. V. Coal Co.	.....	4.21	4.66	4.65	4.65	2.70	2.20	1.80	$1.39

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1907.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.24	$4.75	$4.75	$4.75	$2.94	$2.45	$1.80	$1.44
L. & W. B. C. Co.	.....	4.19	4.72	4.71	4.72	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.27	4.77	4.79	4.80	3.00	2.50	2.00	1.50
Erie R. R.	.....	4.25	4.74	4.75	4.74	2.99	2.50	2.00	1.50
N. Y., O. & W. Ry	.....	4.23	4.79	4.79	4.79	2.95	2.48	1.80	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.39	$4.82	$4.77	$4.77	$2.70	.....	$1.70	.....
L. & W. B. C. Co.	.....	4.19	4.72	4.68	4.74	2.95	.....	.....	.....
Coxe Bros. & Co.	.....	4.31	4.90	4.89	4.94	2.73	$2.56	2.00	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.74	$4.74	$4.74	$2.89	$2.43	$1.71	.....
L. V. Coal Co.	.....	4.21	4.75	4.75	4.75	2.70	2.20	1.80	$1.45

AUGUST, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.21	$4.85	$4.86	$4.85	$2.92	$2.44	$1.80	$1.44
L. & W. B. C. Co.	.....	4.19	4.82	4.82	4.82	2.94	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.89	4.89	4.90	3.00	2.50	2.00	1.50
Erie R. R.	.....	4.24	4.87	4.87	4.87	2.99	2.50	2.00	1.50
N. Y., O. & W. Ry	.....	4.23	4.89	4.89	4.90	2.95	2.48	1.80	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.37	$4.88	$4.85	$4.85	$2.71	$2.20	$1.70	.....
L. & W. B. C. Co.	.....	4.20	4.81	4.84	4.85	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.32	4.96	4.95	4.96	2.78	2.56	1.97	$1.37

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.20	$4.84	$4.84	$4.84	$2.88	$2.44	$1.70	.....
L. V. Coal Co.	.....	4.21	4.86	4.84	4.84	2.70	2.21	.....	.....

SEPTEMBER, 1907.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.94	$2.44	$1.80	$1.45
L. & W. B. C. Co.	.....	4.19	4.90	4.90	4.89	2.96	2.47	.....	.....
D., L. & W. R. R.	$4.00	4.26	4.97	4.99	4.98	3.04	2.50	2.00	1.50
Erie R. R.	.....	4.28	4.94	4.95	4.94	3.02	2.54	2.00	1.51
N. Y., O. & W. Ry.	.....	4.24	4.98	4.99	4.99	2.96	2.48	1.82	1.40

LEHIGH REGION.

L. V. Coal Co.	.....	$4.28	$4.96	$4.95	$4.95	$2.68	$2.20	$1.80	.....
L. & W. B. C. Co.	.....	4.23	4.92	4.93	4.94	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.28	5.02	5.02	5.04	2.82	2.54	2.00	$1.45

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.94	$4.94	$2.90	$2.42	$1.71	.....
L. V. Coal Co.	.....	4.21	4.96	4.95	4.95	2.69	2.22	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

OCTOBER, 1907.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3
L. V. Coal Co	.....	$4.20	$4.93	$4.94	$4.94	$2.94	$2.45	$1.80	$1.41
L. & W. B. C. Co	.....	4.19	4.94	4.95	4.95	2.96	2.54	.....	.....
D., L. & W. R. R	$4.00	4.25	5.00	5.00	5.00	3.06	2.50	2.03	1.50
Erie R. R	.....	4.27	4.97	4.97	4.98	3.03	2.52	2.00	1.51
N. Y., O. & W. Ry	.....	4.24	4.99	4.99	4.99	2.98	2.50	1.96	1.50

LEHIGH REGION.

L. V. Coal Co	.....	$4.31	$4.96	$4.96	$4.95	$2.70	$2.20	$1.80	.....
L. & W. B. C. Co	.....	4.20	4.94	4.94	4.95	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.29	5.03	5.01	5.03	2.83	2.44	2.00	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.21	$4.95	$4.95	$4.95	$2.92	$2.43	$1.70	$1.45
L. V. Coal Co	.....	4.20	4.96	4.95	4.95	2.70	2.20	.....	.....

NOVEMBER, 1907.

WYOMING REGION.

L. V. Coal Co	.....	$4.26	$4.94	$4.95	$4.96	$2.93	$2.46	$1.80	$1.41
L. & W. B. C. Co	.....	4.19	4.94	4.95	4.94	2.99	2.56	.....	.....
D., L. & W. R. R	$4.00	4.25	5.00	5.00	5.00	3.01	2.50	2.01	1.50
Erie R. R	.....	4.27	4.97	4.98	4.99	3.05	2.51	2.01	1.52
N. Y., O. & W. Ry	.....	4.24	4.99	5.00	5.00	2.98	2.50	1.95	1.50

LEHIGH REGION.

L. V. Coal Co	.....	$4.57	$4.95	$4.95	$4.95	$2.70	$2.21	.....	.....
L. & W. B. C. Co	.....	4.19	4.94	4.93	4.96	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.31	5.00	5.03	5.02	2.83	2.46	$2.00	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.20	$4.95	$4.95	$4.94	$2.91	$2.42	$1.70	$1.46
L. V. Coal Co	.....	4.22	4.97	4.96	4.95	2.71	2.20	.....	.....

DECEMBER, 1907.

WYOMING REGION.

L. V. Coal Co	.....	$4.25	$4.95	$4.95	$4.95	$2.93	$2.45	$1.80	$1.42
L. & W. B. C. Co	.....	4.19	4.94	4.94	4.95	3.02	2.57	1.95	.....
D., L. & W. R. R	$4.00	4.27	5.00	5.00	5.00	3.03	2.50	2.01	1.50
Erie R. R	.....	4.28	4.98	4.98	4.98	3.05	2.52	2.01	1.50
N. Y., O. & W. Ry	.....	4.25	4.99	4.99	5.00	2.98	2.50	1.97	1.50

LEHIGH REGION.

L. V. Coal Co	.....	$4.26	$4.95	$4.95	$4.96	$2.72	$2.20	$1.75	.....
L. & W. B. C. Co	.....	4.20	4.93	4.93	4.95	.....	.....	.....	.....
Coxe Bros. & Co	.....	4.27	5.05	5.06	5.12	2.81	2.48	2.00	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co	.....	$4.20	$4.95	$4.95	$4.94	$2.91	$2.41	$1.70	$1.45
L. V. Coal Co	.....	4.20	4.95	4.95	4.95	2.72	2.20	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JANUARY, 1908.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.28	$4.95	$4.95	$4.95	$2.93	$2.45	$1.80	$1.45
L. & W. B. C. Co.	.....	4.19	4.95	4.95	4.95	3.04	2.60	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.01	2.50	2.01	1.50
Erie R. R.	.....	4.27	4.98	4.99	4.99	3.04	2.51	2.00	1.50
N. Y., O. & W. Ry	.....	4.25	4.99	4.99	5.00	2.98	2.50	1.97	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.71	$2.20	$1.75	.....
L. & W. B. C. Co.	.....	4.20	4.95	4.95	4.95	2.95	.....	.....	.....
Coxe Bros. & Co.	.....	4.24	4.98	5.08	5.09	2.80	2.37	1.93	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.90	$2.40	$1.70	$1.40
L. V. Coal Co.	.....	4.20	4.96	4.96	4.95	2.74	2.21	.....	.....

FEBRUARY, 1908.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.96	$2.46	$1.80	$1.42
L. & W. B. C. Co.	.....	4.19	4.95	4.95	4.95	3.01	2.50	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.01	2.50	2.00	1.50
Erie R. R.	.....	4.28	4.99	4.99	4.99	3.04	2.51	2.01	1.50
N. Y., O. & W. Ry	.....	4.24	4.99	4.99	4.99	2.97	2.50	1.97	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.29	$4.95	$4.95	$4.95	$2.73	$2.20	$1.70	.....
L. & W. B. C. Co.	.....	4.18	4.93	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.23	4.96	4.95	4.95	2.84	2.36	2.00	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.95	$4.95	$4.95	$2.90	$2.42	$1.70	$1.45
L. V. Coal Co.	.....	4.21	4.95	4.95	4.95	2.71	2.20	.....	1.35

MARCH, 1908.

WYOMING REGION.

L. V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.92	$2.44	$1.80	$1.39
L. & W. B. C. Co.	.....	4.19	4.95	4.94	4.95	2.99	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	5.00	5.00	5.00	3.00	2.50	2.00	1.50
Erie R. R.	.....	4.26	4.99	4.99	4.99	3.04	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.20	4.96	4.95	4.95	2.97	2.49	1.95	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.31	$4.96	$4.95	$4.95	$2.72	$2.20	$1.70	.....
L. & W. B. C. Co.	.....	.....	.....	.....	.....	3.20	.....	.....	.....
Coxe Bros. & Co.	.....	4.22	4.96	4.95	4.95	2.89	2.33	1.93	$1.35

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.95	$4.95	$4.95	$2.89	$2.38	$1.70	$1.45
L. V. Coal Co.	.....	4.20	4.97	4.95	4.98	2.71	2.20	.....	1.35

GOVERNMENT EXHIBIT NO. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

APRIL, 1908.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.20	$4.45	$4.46	$4.45	$3.12	$2.45	$1.95	$1.45
L. & W. B. C. Co.	.....	4.19	4.45	4.45	4.45	3.10	2.45	.....	.....
D., L. & W. R. R.	.....	4.24	4.50	4.50	4.50	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.24	4.48	4.48	4.48	3.24	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.21	4.49	4.48	4.48	3.01	2.49	1.96	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.35	$4.58	$4.51	$4.53	$3.10	$2.35	.....	.....
L. & W. B. C. Co.	.....	4.27	4.44	4.45	4.45	3.20	.....	.....	.....
Coxe Bros. & Co.	.....	4.26	4.64	4.59	4.56	3.15	2.40	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.45	$4.45	$4.45	$2.97	$2.45	$1.70	$1.45
L. V. Coal Co.	.....	4.20	4.45	4.45	4.45	3.10	2.35	.....	1.45

MAY, 1908.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.55	$4.55	$4.55	$3.14	$2.45	1.95	$1.45
L. & W. B. C. Co	.....	4.19	4.51	4.50	4.51	3.08	2.45	.....	1.45
D., L. & W. R. R.	$4.00	4.25	4.60	4.60	4.60	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.25	4.56	4.55	4.55	3.24	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.22	4.58	4.58	4.59	3.01	2.48	1.96	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.35	$4.59	$4.57	$4.55	$3.10	$2.35	.....	.....
L. & W. B. C. Co.	$4.80	4.20	4.53	4.53	4.45	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.26	4.73	4.68	4.65	3.11	2.39	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.53	$4.54	$4.53	$3.01	$2.45	$1.70	$1.35
L. V. Coal Co.	.....	4.21	4.55	4.55	4.55	3.10	2.35	.....	.....

JUNE, 1908.

WYOMING REGION.

L. V. Coal Co.	.....	$4.22	$4.65	$4.65	$4.65	$3.17	$2.45	$1.95	$1.45
L. & W. B. C. Co.	.....	4.19	4.60	4.60	4.59	3.02	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.26	4.69	4.70	4.70	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.26	4.66	4.66	4.66	3.24	2.50	2.00	1.50
N. Y., O. & W. Ry	.....	4.22	4.69	4.67	4.68	3.02	2.47	1.95	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	.....	$4.67	$4.66	$4.66	$3.17	$2.35	.....	.....
L. & W. B. C. Co.	.....	$4.20	4.62	4.60	4.65	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.25	4.80	4.87	4.71	3.11	2.45	.....	.....

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.21	$4.65	$4.65	$4.65	$2.97	$2.45	$1.70	$1.35
L. V. Coal Co.	.....	4.20	4.65	4.65	4.66	3.10	2.35	.....	.....

GOVERNMENT EXHIBIT No. 15.—*New York harbor f. o. b. prices of anthracite coal from each of the three trade regions received by the several companies named in the months from November, 1900, to September, 1908*—Continued.

JULY, 1908.

WYOMING REGION.

	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.
L. V. Coal Co.	.....	$4.23	$4.75	$4.75	$4.75	$3.16	$2.45	$1.95	$1.45
L. & W. B. C. Co.	.....	4.19	4.68	4.68	4.68	3.20	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.80	4.79	4.80	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.25	4.75	4.77	4.76	3.25	2.49	2.00	1.50
N. Y., O. & W. Ry.	.....	4.23	4.78	4.78	4.79	3.03	2.47	1.96	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.37	$4.75	$4.76	$4.75	$3.18	.....	.....	$1.45
L. & W. B. C. Co.	.....	4.20	4.73	4.73	4.79	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.25	4.85	4.96	4.84	3.20	$2.45	.....	1.45

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.75	$4.75	$4.74	$2.96	$2.45	$1.70	$1.44
L. V. Coal Co.	.....	4.20	4.75	4.75	4.75	3.07	2.35	1.45	1.45

AUGUST, 1908.

WYOMING REGION.

L. V. Coal Co.	.....	$4.27	$4.85	$4.85	$4.85	$3.16	$2.45	$1.95	$1.45
L. & W. B. C. Co.	.....	4.19	4.78	4.78	4.78	3.20	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.25	4.89	4.89	4.90	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.25	4.86	4.86	4.86	3.24	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.23	4.78	4.79	4.78	3.03	2.47	1.96	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.60	$4.85	$4.85	$4.85	$3.09	$2.35	.....	.....
L. & W. B. C. Co.	.....	4.19	4.80	4.80	4.85	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.23	4.90	4.85	4.85	3.18	2.40	.....	$1.45

SCHUYLKILL REGION.

P & R. C. & I. Co.	.....	$4.20	$4.83	$4.85	$4.84	$2.97	$2.45	$1.71	$1.35
L V. Coal Co.	.....	4.20	4.85	4.85	4.85	3.04	2.35	.....	.....

SEPTEMBER, 1908.

WYOMING REGION.

L V. Coal Co.	.....	$4.20	$4.95	$4.95	$4.95	$3.15	$2.45	$1.95	$1.45
L. & W. B. C. Co.	.....	4.20	4.88	4.87	4.87	3.20	2.45	.....	.....
D., L. & W. R. R.	$4.00	4.26	4.98	4.99	4.95	3.25	2.50	2.00	1.50
Erie R. R.	.....	4.25	4.95	4.96	4.95	3.24	2.50	2.00	1.50
N. Y., O. & W. Ry.	.....	4.24	4.99	4.98	4.99	3.04	2.48	1.95	1.50

LEHIGH REGION.

L. V. Coal Co.	.....	$4.34	$4.96	$4.96	$4.95	$3.13	$2.35	.....	.....
L. & W. B. C. Co.	.....	4.24	4.87	4.95	4.95	.....	.....	.....	.....
Coxe Bros. & Co.	.....	4.26	5.03	4.95	4.95	3.15	2.40	.....	$1.45

SCHUYLKILL REGION.

P. & R. C. & I. Co.	.....	$4.20	$4.94	$4.95	$4.94	$3.00	$2.42	$1.71	$1.38
L. V. Coal Co.	.....	4.20	4.95	4.95	4.95	3.03	2.35	.....	1.45

GOVERNMENT EXHIBIT No. 16.

READING COMPANY.

Amount of capital stock of Reading Company outstanding on June 12, 1907.

First preferred stock	$28,000,000
Second preferred stock	42,000,000
Common stock	70,000,000
Total capital stock outstanding	140,000,000

Of this, the following corporations held the amounts set opposite their names, as registered on the stock books of the Reading Company on June 4, 1907:

Name of stockholder.	First preferred stock.	Second preferred stock.	Common stock.	Total.
Baltimore and Ohio Railroad Co	$6,065,000	$14,265,000	$10,002,500	$30,332,500
Lake Shore and Michigan Southern Railway Co	6,065,000	14,265,000	10,002,500	30,332,500
Total	12,130,000	28,530,000	20,005,000	60,665,000

Amount of capital stock of Reading Company outstanding on September 16, 1908.

First preferred stock	$28,000,000
Second preferred stock	42,000,000
Common stock	70,000,000
Total capital stock outstanding	140,000,000

Of this, the following corporations hold the amounts set opposite their names, as registered on the stock books of the Reading Company on September 16, 1908:

Name of stockholder.	First preferred stock.	Second preferred stock.	Common stock.	Total.
Baltimore and Ohio Railroad Co	$6,065,000	$14,265,000	$10,000,000	$30,330,000
Lake Shore and Michigan Southern Railway Co	6,065,000	14,265,000	10,002,500	30,332,500
Total	12,130,000	28,530,000	20,002,500	60,662,500

GOVERNMENT EXHIBIT No. 17.

READING COMPANY.

Names of officers and directors of Reading Company as of June 12, 1907.

OFFICERS.

President	GEORGE F. BAER.
Vice-president	W. R. TAYLOR.
Treasurer	RICHARD TULL.
Assistant treasurer	H. E. PAISLEY.
Secretary	W. R. TAYLOR.
Assistant secretary	HENRY C. RUSSELL.
Assistant secretary	H. E. PAISLEY.
Comptroller	GEORGE ZIEGLER.
Real estate agent	C. K. KLINK.
General solicitor	J. D. CAMPBELL.
Assistant general solicitor	CHAS. HEEBNER.
Stock transfer agent	FREDERICK REEL.
Assistant stock transfer agent	P. N. YEAGER.

DIRECTORS.

George F. Baer.
H. A. du Pont.
Joseph S. Harris.
Charles Steele.
Samuel Dickson.
Henry P. McKean.
Edward T. Stotesbury.
H. McK. Twombly.
Henry C. Frick.

Names of officers and directors of Reading Company as of September 16, 1908.

OFFICERS.

President	GEORGE F. BAER.
Vice-president	W. R. TAYLOR.
Treasurer	H. E. PAISLEY.
Assistant treasurer	JOHN S. SNEYD.
Secretary	W. R. TAYLOR.
Assistant secretary	HENRY C. RUSSELL.
Assistant secretary	H. E. PAISLEY.
Comptroller	GEORGE ZIEGLER.
Real estate agent	C. K. KLINK.
General solicitor	J. D. CAMPBELL.
Assistant general solicitor	CHAS. HEEBNER.
Stock transfer agent	FREDERICK REEL.
Assistant stock transfer agent	P. N. YEAGER.

DIRECTORS.

George F. Baer.
H. A. du Pont.
Joseph S. Harris.
H. McK. Twombly.
Samuel Dickson.
Henry P. McKean.
Edward T. Stotesbury.
Henry C. Frick.
Oscar G. Murray.

GOVERNMENT EXHIBIT No. 18.

PHILADELPHIA AND READING RAILWAY COMPANY.

Amount of capital stock of the Philadelphia and Reading Railway Company outstanding on June 12, 1907: $20,000,000.

Of this the following corporations held the amounts set opposite their names, as registered on the stock books of the Philadelphia and Reading Railway Company on June 4, 1907:

Name of stockholder.	Amount held.
Central Trust Co. of New York, as trustee, under mortgage of Reading Co. and the Philadelphia and Reading Coal and Iron Co., dated January 5, 1897	$19,995,000

Amount of capital stock of the Philadelphia and Reading Railway Company outstanding on September 16, 1908: $20,000,000.

Of this the following corporations hold the amounts set opposite their names, as registered on the stock books of the Philadelphia and Reading Railway Company on September 16, 1908:

Name of stockholder.	Amount held.
Central Trust Co. of New York, as trustee, under mortgage of Reading Co. and the Philadelphia and Reading Coal and Iron Co., dated January 5, 1897	$19,995,000

GOVERNMENT EXHIBIT No. 19.

PHILADELPHIA AND READING RAILWAY COMPANY.

Names of officers and directors of the Philadelphia and Reading Railway Company as of June 19, 1901.

OFFICERS.

President	George F. Baer.
First vice-president	Theodore Voorhees.
Second vice-president	C. E. Henderson.
Secretary	W. R. Taylor.
Treasurer	Richard Tell.
General solicitor	J. D. Campbell.
Comptroller	George Ziegler.
General superintendent	A. T. Dice.
Chief engineer	W. Hunter.
Real estate agent	C. K. Kline.
General freight agent	D. H. Bail.
General passenger agent	Enoch J. Weeks.
Purchasing agent	John D. Landis.
Coal freight agent	John H. Jones.
Claim agent	W. C. Brister.
Superintendent telegraph	C. M. Lewis.

DIRECTORS.

H. A. du Pont	Joseph S. Harris.
Charles Steele	H. McK. Twombly.
Edward T. Stotesbury.	Henry C. Frick.

Names of officers and directors of the Philadelphia and Reading Railway Company as of September 18, 1902.

OFFICERS.

President	George F. Baer.
First vice-president	Theodore Voorhees.
Freight traffic manager	D. H. Bail.
Secretary	W. R. Taylor.
Treasurer	H. E. Paisley.
General solicitor	J. D. Campbell.
Comptroller	George Ziegler.
General superintendent	A. T. Dice.
Chief engineer	W. Hunter.
Real estate agent	C. K. Kline.
General freight agent	John F. Ayer.
General passenger agent	Enoch J. Weeks.
Purchasing agent	John D. Landis.
Coal freight agent	E. B. Cromley.
Claim agent	W. C. Brister.
Superintendent telegraph	C. M. Lewis.

DIRECTORS.

H. A. du Pont.	Joseph S. Harris.
H. McK. Twombly.	Edward T. Stotesbury.
Henry C. Frick.	Oscar G. Murray.

GOVERNMENT EXHIBIT No. 20.

PHILADELPHIA AND READING RAILWAY COMPANY.

Statement, taken from the books, showing the total amount of anthracite coal transported for all shippers to New York Harbor points, f. o. b., by the Philadelphia and Reading Railway Company in the calendar years 1900 to 1907, both inclusive:

	Long tons.
1900	939,744
1901	1,035,786
1902	607,555
1903	954,654
1904	1,359,679
1905	1,368,774
1906	1,245,901
1907	1,755,785
	9,267,878

GOVERNMENT EXHIBIT No. 21.

PHILADELPHIA AND READING RAILWAY COMPANY.

Statement showing the Philadelphia and Reading Railway Company's total freight tonnage in the fiscal years 1907 and 1908, and how much of it consisted of anthracite coal, and its total gross earnings from freight traffic in the fiscal years 1907 and 1908, and what amount thereof came from the transportation of anthracite coal:

	Total freight tonnage.[a]	Gross receipts.	Anthracite coal.	Gross receipts.
	Tons.		*Tons.*[b]	
Year ending June 30, 1907	48,928,344.00	$35,060,359.55	[c] 13,223,780.00	$13,088,020.00
Year ending June 30, 1908	43,803,585.00	32,080,198.07	[c] 13,527,464.00	13,026,030.58

[a] Coal tonnage included herein is stated in tons of 2,240 lbs. and merchandise tonnage in tons of 2,000 lbs. The anthracite coal tonnage is shown in a separate column. The bituminous coal tonnage for year ending June 30, 1907, was 11,199,250 tons and for year ending June 30, 1908, 10,816,499 tons.

[b] Of 2,240 lbs.

[c] Anthracite tonnage included in total freight tonnage.

GOVERNMENT EXHIBIT No. 22.

PHILADELPHIA AND READING RAILWAY COMPANY.

List of collieries in the Shamokin, Mahanoy, Schuylkill, Lorberry, and Lykens Valley districts of the anthracite coal fields of Pennsylvania, located on the Philadelphia and Reading Railway, including collieries on other lines shipping via Philadelphia and Reading Railway (arranged geographically and alphabetically), including name of operator, weigh scale, and manifesting point.

GEOGRAPHICAL LIST OF COLLIERIES.

Name of colliery.	District.	Weigh scale.	Manifesting point.
Herndon Branch:			
Sheridan Coal and Land Co	Shamokin		
North Franklin	do		
Mahanoy and Shamokin Branch:			
Bear Valley	do		
Burnside	do		
Henry Clay	do		
Royal Oak	do		
East End Land and Coal Co. [a]	do		
Buck Ridge [b]	do		
Buck Ridge No. 2	do		
Corbin	do	St. Clair [c]	St. Clair. [c]
Excelsior	do	Shamokin [d]	Shamokin. [d]
Enterprise	do		
Locust Gap	do		
Locust Spring [b]	do		
Alaska	do		
Mount Carmel Branch:			
Reliance	do		
Natalie [e]	do		
Mahanoy and Shamokin Branch:			
Potts	Mahanoy		
Bast	do		
Shenandoah Branch:			
Hammond	do		
Girard Mammoth	do		
Raven Run [b]	do		
West Shenandoah	do		
Oxford Coal Co. [b]	do		
Cambridge	do		
Shenandoah City	do		
Plank Ridge [b]	do		
Thomas	do		
Mahanoy and Shamokin Branch:			
Bear Ridge	do		
Stanton	do		
Girard	do	St. Clair [c]	St. Clair. [c]
Girard [b]	do	Mahanoy Plane scales. [d]	Mahanoy Plane scales. [d]
Gilberton	do		
Furnace	do		
Brighton [b]	do		
Draper	do		
Boston Run	do		
St. Nicholas	do		
Suffolk	do		
Maple Hill	do		
Ellangowan	do		
Knickerbocker	do		
Tunnel Ridge	do		
Mahanoy City	do		
North Mahanoy	do		
Mahanoy Jig House	do		
St. Nicholas Jig House	do		

[a] No railroad connection.
[b] Washeries.
[c] When moving eastward via Mahanoy Plane.
[d] When moving westward.
[e] Added March 26, 1908.

GOVERNMENT EXHIBIT No. 22.—*Philadelphia and Reading Railway Company.—List of collieries in the Shamokin, Mahanoy, Schuylkill, Lorberry, and Lykens Valley districts of the anthracite coal fields of Pennsylvania, etc.*—Continued.

Name of colliery.	District.	Weigh scale.	Manifesting point.
Pennsylvania R. R.:			
Morea [a]	Schuylkill	Cressona [b]	Schuylkill Haven. [b]
		Haucks [c]	Haucks. [c]
Pine Hill [a]	do		
Lytle [a]	do	Cressona	Schuylkill Haven.
Little Schuylkill Branch:			
East Lehigh	do	Tamaqua	Tamaqua.
Schuylkill Valley Branch:			
Oakley	do		
New Chamberlain [d]	do		
Bell	do		
Coal Hill [e]	do	St. Clair	St. Clair.
Silver Hill	do		
Pine Dale	do		
Maryd	do		
Lucy R	do	St. Clair [b]	St. Clair. [b]
Moss Glen	do	Tamaqua [c]	Tamaqua.
Kaska William	do		
Silver Creek	do		
Eagle Hill	do		
Frackville Branch:			
Crystal Run	do	St. Clair	St. Clair.
Mount Hope	do		
St. Clair	do		
Mount Carbon Branch:			
Howard	do		
Sebastopol [d]	do		
Wadesville	do		
Mine Hill and Schuylkill Haven Branch:			
Laurel Run	do		
Ellsworth	do		
Pine Knot	do		
Anchor [e]	do		
Buck Run	do		
Glendower	do		
Oak Hill	do		
Cain Bros	do		
Tremont Branch:			
Phœnix Park No. 3	do		
Black Heath No. 2	do		
Woodside	do	Cressona	Schuylkill Haven.
Otto	do		
Black Diamond [f]	do		
Silverton [f]	do		
John Veith	do		
Middle Creek [e]	Lorberry		
Lebanon and Tremont Branch:			
Good Spring	do		
Mount Eagle Branch:			
Rausch Creek [e]	do		
Lorberry Branch:			
Lorberry	do		
Lincoln	Lykens Valley		
Lebanon and Tremont Branch:			
Brookside	do		
Hazleton Branch:			
Coleraine	Beaver Meadow	Tamaqua [b]	Tamaqua. [b]
		Haucks [c]	Haucks. [c]

[a] Coal received at Pottsville Junction.
[b] When moving eastward.
[c] When moving westward.
[d] No railroad connection.
[e] Washeries.
[f] Property is intact, but operations indefinitely suspended.

GOVERNMENT EXHIBIT No. 22.—*Philadelphia and Reading Railway Company.—List of collieries in the Shamokin, Mahanoy, Schuylkill, Lorberry, and Lykens Valley districts of the anthracite fields of Pennsylvania, etc.*—Continued.

ALPHABETICAL LIST OF COLLERIES.

No.	Name of colliery.	Operated by—	Nearest station.	Branch on which located.
302	Alaska	P. & R. C. & I. Co.	Alaska	Mahanoy and Shamokin.
....	Anchor[a]	...do	Thomaston	Mine Hill and Schuylkill Haven.
240	Bast	...do	Ashland	Mahanoy and Shamokin.
219	Bear Ridge	...do	Mahanoy Plane	Do.
285	Bear Valley	...do	Shamokin	Do.
66	Bell	German & Campion	Tuscarora	Schuylkill Valley.
151	Black Diamond[b]	Black Diam'd Anth. Coal Co.	Branchdale	Tremont.
152	Black Heath No. 2	J. A. Lawrence	Forestville	Do.
214	Boston Run	P. & R. C. & I. Co.	Gilberton	Mahanoy and Shamokin.
....	Brighton[a]	Brighton Coal Co.	...do	Do.
142	Brookside	P. & R. C. & I. Co.	Brookside	Lebanon and Tremont.
....	Buck Ridge[a]	Buck Ridge Coal Co.	Shamokin	Mahanoy and Shamokin.
....	Buck Ridge No. 2	...do	...do	Do.
178	Buck Run	Buck Run Coal Co.	Thomaston	Mine Hill and Schuylkill Haven.
286	Burnside	P. & R. C. & I. Co.	Shamokin	Mahanoy and Shamokin.
....	Cain Bros.	Cain Bros. Coal Co.	Thomaston	Mine Hill and Schuylkill Haven.
308	Cambridge	Vinton Colliery Co.	Shenandoah	Shenandoah.
....	Coal Hill[a]	William Bassler	Middleport	Schuylkill Valley.
332	Coleraine	Estate A. S. Van Wickle	Audenried	Hazleton.
327	Corbin	Excelsior Coal Co.	Excelsior	Mahanoy and Shamokin.
182	Crystal Run[c]	Crystal Run Coal Co.	Frackville	Frackville.
215	Draper	P. & R. C. & I. Co.	Gilberton	Mahanoy and Shamokin.
20	Eagle Hill	...do	Cumbola	Schuylkill Valley.
....	East End Land & Coal Co.[d]	East End Land & Coal Co.	Shamokin	Mahanoy and Shamokin.
36	East Lehigh	Shepp Bros.	Tamaqua	Little Schuylkill.
211	Ellangowan	P. & R. C. & I. Co.	St. Nicholas	Mahanoy and Shamokin.
148	Ellsworth	Davis Bros.	Mine Hill Gap	Mine Hill and Schuylkill Haven.
274	Enterprise	Enterprise Coal Co.	Excelsior	Mahanoy and Shamokin.
275	Excelsior	Excelsior Coal Co.	...do	Do.
217	Furnace	Furnace Coal Co.[f]	Gilberton	Do.
218	Gilberton	P. & R. C. & I. Co.	...do	Do.
246	Girard	W. R. McTuck & Co.	Girardville	Do.
....	Girard[a]	...do	...do	Do.
231	Girard Mammoth	Girard Mammoth Coal Co.	Rappahannock	Shenandoah.
116	Glendower	P. & R. C. & I. Co.	Glendower	Mine Hill and Schuylkill Haven.
164	Good Spring	...do	Good Spring	Lebanon and Tremont.
299	Hammond	...do	Rappahannock	Shenandoah.
311	Henry Clay	...do	Shamokin	Mahanoy and Shamokin.
62	Howard	E. White Co.	Pottsville	Mount Carbon.
....	Hudson[a]	H. H. Smith & Co. (Inc.)	Shenandoah	Shenandoah.
....	John Veith	P. & R. C. & I. Co.	Forestville	Tremont.
25	Kaska William	Weston, Dodson & Co. (Inc.)	Middleport	Schuylkill Valley.
212	Knickerbocker	P. & R. C. & I. Co.	St. Nicholas	Mahanoy and Shamokin.
81	Laurel Run	Butcher Creek Coal Co.	Mine Hill Gap	Mine Hill and Schuylkill Haven.
138	Lincoln	P. & R. C. & I. Co.	Lincoln	Lorberry.
300	Locust Gap	...do	Locust Gap	Mahanoy and Shamokin.
....	Locust Spring[a]	...do	...do	Do.
328	Lorberry	Lorberry Coal Co.	Lorberry Junction	Lorberry.
....	Lucy R.	Port Carbon Coal Co.	Port Carbon	Schuylkill Valley.
170	Lytle	Lytle Coal Co.	Minersville	Pennsylvania R. R.
207	Mahanoy City	P. & R. C. & I. Co.	Mahanoy City	Mahanoy and Shamokin.
....	Mahanoy Jig House.	...do	...do	Do.
322	Maple Hill	...do	St. Nicholas	Do.
....	Maryd	Maryd Coal Co.	Tuscarora	Schuylkill Valley.
....	Middle Creek[a]	P. & R. C. & I. Co.	Tremont	Tremont.
320	Morea	Weston, Dodson & Co. (Inc.)	Morea	Pennsylvania R. R.
....	Moss Glen	Moss Glen Coal Co.	Brockton	Schuylkill Valley.
13	Mount Hope	Mount Hope Coal Co.	St. Clair	Frackville.
....	New Chamberlain[d]	Chamberlain Coal Co.	Port Carbon	Schuylkill Valley.
301	North Franklin	P. & R. C. & I. Co.	Trevorton	Mahanoy and Shamokin.
208	North Mahanoy	...do	Mahanoy City	Do.
....	Natalie[e]	Colonial Collieries Co.	Natalie	Mount Carmel Branch.

[a] Washeries.
[b] Property is intact, but operations indefinitely suspended.
[c] Sometimes known as Broad Mountain Colliery.
[d] No railroad connection.
[e] Added March 26, 1908.
[f] A partnership composed of M. A. Gerber and S. A. Seaman.

GOVERNMENT EXHIBIT No. 22.—*Philadelphia and Reading Railway Company.—List of collieries in the Shamokin, Mahanoy, Schuylkill, Lorberry, and Lykens Valley districts of the anthracite fields of Pennsylvania, etc.*—Continued.

ALPHABETICAL LIST OF COLLIERIES—Continued.

No.	Name of colliery.	Operated by—	Nearest station.	Branch on which located.
158	Oak Hill	Oak Hill Coal Co.	Minersville	Mine Hill and Schuylkill Haven.
179	Oakley	William Cook	Tuscarora	Schuylkill Valley.
126	Otto	P. & R. C. & I. Co.	Branchdale	Tremont.
....	Oxford Coal Co.[a]	Oxford Coal Co.	Shaft	Shenandoah.
120	Phœnix Park No. 3.	P. & R. C. & I. Co.	Forestville	Tremont.
....	Pine Dale[a]	Wm. H. Greenfield, jr., & Co.	Middleport	Schuylkill Valley.
177	Pine Hill	Pine Hill Coal Co.	Minersville	Pennsylvania R. R.
....	Pine Knot	P. & R. C. & I. Co.	Thomaston	Mine Hill and Schuylkill Haven.
....	Plank Ridge[a]	do	Shenandoah	Shenandoah.
267	Potts	do	Locust Dale	Mahanoy and Shamokin.
....	Rausch Creek[a]	do	Tremont	Mount Eagle.
....	Raven Run[a]	Raven Run Coal Co.	Rappahannock	Shenandoah.
252	Reliance	P. & R. C. & I. Co.	Mount Carmel	Mount Carmel.
200	Royal Oak	Llewellyn Mining Co.	Shamokin	Mahanoy and Shamokin.
10	St. Clair	St. Clair Coal Co.	St. Clair	Frackville.
....	Sebastopol[b]	J. H. Denning	Pottsville	Mount Carbon.
226	Shenandoah City	P. & R. C. & I. Co.	Shenandoah	Shenandoah.
....	Sheridan Coal & Land Co.	Sheridan Coal & Land Co.	Dunkelbergers	Mahanoy and Shamokin.
170	Silver Creek	P. & R. C. & I. Co.	New Philadelphia	Schuylkill Valley.
180	Silver Hill	Phillips Coal Co.	Middleport	Do.
119	Silverton[c]	Silverton Coal Co.	Silverton	Tremont.
209	St. Nicholas	P. & R. C. & I. Co.	St. Nicholas	Mahanoy and Shamokin.
....	St. Nicholas Jig House.	do	do	Do.
294	Stanton	Brookwood Coal Co.	Mahanoy Plane	Do.
210	Suffolk	P. & R. C. & I. Co.	St. Nicholas	Do.
228	Thomas[d]	Thomas Colliery Co.	Shenandoah	Shenandoah.
208	Tunnel Ridge	P. & R. C. & I. Co.	Mahanoy City	Mahanoy and Shamokin.
4	Wadesville	do	Pottsville	Mount Carbon.
224	West Shenandoah	do	Shenandoah	Shenandoah.
181	Woodside	Beddow & McCready	Forestville	Tremont.

[a] Washeries.
[b] No railroad connection.
[c] Property is intact, but operations indefinitely suspended.
[d] Sometimes known as Kehley's Run Colliery.

GOVERNMENT EXHIBIT No. 23.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.	Name.	When acquired.	Number of shares.
George F. Baer	Jan. 9, 1897	5	Geo. S. Garrett	Oct. 6, 1905	1
	Oct. 4, 1901	60	J. S. Harris	July 18, 1893	5
Central Trust Co. of New York, as trustee, under mortgage of Reading Co. and the Philadelphia and Reading Coal and Iron Co., dated January 5, 1897	Jan. 23, 1897	159,900	Henry P. McKean	Oct. 10, 1904	5
			Thomas M. Richards	Aug. 25, 1882	3
			Oscar G. Murray	June 10, 1908	5
			E. T. Stotesbury	Apr. 11, 1904	5
			Harry E. Paisley	Apr. 7, 1908	1
			H. McK. Twombly	Feb. 19, 1903	5
Henry C. Frick	Oct. 10, 1904	5	Total		100,000

Outstanding: 100,000 shares, par value $50 each, $5,000,000.

Officers and directors.

OFFICERS.

President ..... GEORGE F. BARR.
Treasurer ..... H. E. PAISLEY.
Secretary ..... W. G. BROWN.

DIRECTORS.

Joseph S. Harris.
Edward T. Stotesbury.
H. McK. Twombly.
Henry P. McKean.
Oscar G. Murray.
Henry C. Frick.

GOVERNMENT EXHIBIT No. 24.

THE PRESTON COAL AND IMPROVEMENT COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.
Brown, W. G.	Sept. 19, 1906	7
Babcock, Mrs. E. F.	Mar. 7, 1866	20
Blanchard, S. S.	Apr. 27, 1864	20
Barrett, Henry	....do....	40
Benson, Samuel P.	May 2, 1864	24
Babcock, S. B.	June 27, 1864	10
Babcock, S. B., treasurer	....do....	10
Baer, George F.	Jan. 23, 1897	5
Craft, Isaac S., trustee	Mar. 19, 1864	20
Cleveland, Ira	June 16, 1864	20
	June 20, 1864	20
	June 27, 1864	10
	Oct. 25, 1864	50
	June 7, 1865	50
		150
Cooke & Co., Jay	Mar. 4, 1872	26
Duhring, H.	Apr. 9, 1864	20
	Jan. 9, 1867	10
		30
Doane, Mrs. Sarah P.	July 11, 1864	5
Davis, David H.	Apr. 21, 1864	10
Dunbar, Eben F.	Jan. 22, 1892	5
Farnsworth, J. D.	Apr. 12, 1865	50
Fidelity Insurance, Trust and Safety Deposit Co., trustees	Jan. 23, 1897	50,643
Greeley, Joseph	Apr. 27, 1864	10
Gibbs, R., guardian of Peter C. and Emma Moore	Dec. 8, 1873	100
Holbrook, Edward	Aug. 8, 1864	10
Houston, H. H.	Dec. 3, 1864	200
Hillborn, Elizabeth S.	May 26, 1870	46
Hillborn, Frances W	....do....	45
Hassell, W. S.	Dec. 8, 1881	50
Hazlehurst, John	May 9, 1884	58
Henderson, C. E.	Jan. 10, 1898	5
Harris, J. S.	Jan. 23, 1897	5
Kennedy, T. B.	Mar. 4, 1868	40
Leech, William F.	Dec. 3, 1864	200
Lamson, A. W.	Apr. 27, 1864	5
Landis, James M.	Jan. 23, 1897	5
Miller, A. G.	Jan. 9, 1867	25
MacEwan, W. H.	Oct. 6, 1905	5
Nichols, Charles	Mar. 10, 1864	20
Parke, John E.	Apr. 9, 1864	20
	Jan. 9, 1867	10
		30
Pierce, Jacob W.	Jan. 26, 1869	50
Roberts, C. R., jr.	Mar. 10, 1864	200
Rough, Jno.	June 24, 1864	20
Robinson, Wm. J.	Jan. 23, 1897	4
Richards, Thos. M.	....do....	5
Strobel, George	Apr. 9, 1864	100
	Jan. 9, 1867	50
		150
Stevenson, Benj., guardian	....do....	3
Stewart, Anna	Apr. 9, 1864	4
Seymour, Mrs. Anna U.	June 30, 1866	45
Smith, E. F.	Jan. 10, 1898	5
Sprague, William	Apr. 9, 1864	1,000
Sanger, Geo. P.	Aug. 26, 1864	25
Stevenson, Esther C.	Oct. 25, 1864	20
Sloane, Rush R.	Jan. 26, 1869	50
Taylor, Annis W	Sept. 19, 1906	7
Tyler, Geo. F.	Mar. 12, 1868	2
Wallace, H. A	June 1, 1906	1
Willing, Edward S.	Apr. 9, 1864	50
	Feb. 23, 1866	50
	Jan. 9, 1867	25
		125
Wells, Peter Francis	May 2, 1864	10
Waters, Mrs. P. A	May 23, 1864	20
Ward, George K.	June 7, 1864	5
Ward, Jno.	....do....	5
Ward, Wm. H.	June 10, 1864	10
Wallace & Co., F. B.	Feb. 27, 1865	200
Weir, J. W.	June 2, 1865	100
Total		60,000

Outstanding: 60,000 shares, par value $50 each, $3,000,000.

Officers and directors.

OFFICERS.

President ..... GEO. F. BAER.
Treasurer ..... H. E. PAISLEY.
Secretary ..... W. G. BROWN.

DIRECTORS.

Geo. F. Baer.
Joseph S. Harris.
E. F. Smith.
W. H. MacEwan.
Jas. M. Landis.
Thos. M. Richards.
C. E. Henderson.

GOVERNMENT EXHIBIT No. 25.

THE TREMONT COAL COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.	Name.	When acquired.	Number of shares.
Baer, George F.	Jan. 23, 1897	5	MacEwan, W. H.	Oct. 6, 1905	5
Donaldson, Wm.	Mar. 23, 1865	2	Central Trust Co. of New York, trustees	Jan. 23, 1897	118
Du Puy, T. Haskins, in trust	Nov. 16, 1864	420	Parker, Lucy	Jan. 4, 1865	102
Fidelity Insurance Trust and Safe Deposit Co., trustees	May 24, 1880	118,123	Patterson, Ellen Stuart	July 1, 1895	14
	Jan. 22, 1885	75	Robinson, Wm. J.	Jan. 23, 1897	3
		118,198	Richards, Thos. M.	Feb. 1, 1887	5
			Riegle & Bro.	Jan. 6, 1872	12
			Stuart, Geo. H., jr.	July 1, 1895	14
			Stuart, Francis G.	....do....	14
Harris, Joseph S.	July 18, 1893	5	Smith, E. F.	Jan. 10, 1898	5
Henderson, C. E.	Jan. 31, 1895	5	Wallace, H. A.	June 1, 1906	3
Horn, David	Nov. 15, 1864	8	Tyson, Mary Stuart	June 22, 1905	14
Jewett, Patty Stuart	July 1, 1895	14			
Landis, James M.	Feb. 7, 1893	5	Total		120,000
Leech, Wm. F.	Sept. 30, 1865	1,032			

Outstanding: 120,000 shares, par value $25 each, $3,000,000.

Officers and directors.

OFFICERS.

President ..... GEO. F. BAER.
Treasurer ..... H. E. PAISLEY.
Secretary ..... W. G. BROWN.

DIRECTORS.

Joseph S. Harris.
Jas. M. Landis.
C. E. Henderson.
E. F. Smith.
Thos. M. Richards.
W. H. MacEwan.

GOVERNMENT EXHIBIT No. 26.

MAMMOTH VEIN COAL AND IRON COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.
Allen, H. S.	Feb. 4, 1870	88
Adams, Mrs. E.	Dec. 18, 1894	13
Adams, Ella M.	Apr. 13, 1904	7
Baer, Geo. F.	Oct. 17, 1901	11
Baber, Chas.	Feb. 4, 1870	64
Bosley, May A.	Dec. 18, 1894	13
	Apr. 13, 1904	7
		20
Brown, W. G.	Nov. 11, 1901	13
	June 20, 1904	7
	Dec. 1, 1904	71
		91
Cameron, Simon.	Feb. 4, 1870	700
Colman, Lyman.	do.	350
Cope, Herman.	do.	175
Cope, John E., Exer.	do.	23
Central Trust Co., of New York, as trustee.	Jan. 23, 1897	13,916
Dutilh, E. G.	Feb. 4, 1870	200
Flather, Gertrude T.	Apr. 13, 1904	7
Fidelity Trust Co., trustee for Sallie F. Haines, Lizzie F. Richards, and Isaac A. Ford, under will of Isaac Ford, deceased.	do.	431
Hart, Rebecca C.	Mar. 18, 1872	100
Haven, Nathaniel A.	Nov. 13, 1872	66
Henderson, C. E.	Nov. 11, 1890	5
Inness, Mary W. B.	Feb. 7, 1895	96
Lewis, Wm. D.	Feb. 4, 1870	1,050
Landis, James M.	Jan. 10, 1898	5
Massey, Thomas, administrator of estate of H. Adelia Massey, deceased.	Apr. 13, 1904	7
Mitchell, A.	Oct. 4, 1870	10
Massey, Theo., guardian of Thos. Massey and Thelina Massey.	Nov. 20, 1902	13
Philadelphia and Reading Coal and Iron Co.	Oct. 20, 1899	72
Richards, Thomas M.	Jan. 23, 1897	5
Righter, Lillian T.	Apr. 13, 1904	13
Robinson, W. J.	Jan. 23, 1897	5
Sowers, Wm. H.	Feb. 4, 1870	1,600
	Mar. 3, 1870	600
		2,200
Smith, E. F.	Oct. 6, 1904	5
Turner, John.	Feb. 4, 1870	785
Thompson, W. G.	do.	875
Thompson, Chas. H.	do.	875
Thwing, Walter E.	Nov. 13, 1872	22
Thwing, Florence H.	do.	22
Thwing, Annie H.	do.	22
The Fidelity Insurance, Trust and Safe Deposit Co., trustee.	Jan. 23, 1897	46,470
Turner, Gertrude P.	Dec. 18, 1894	13
Turner, Lillian V.	Feb. 6, 1895	13
Whitaker, R.	Dec. 10, 1877	50
	July 30, 1880	25
		75
Wallace, H. A.	June 1, 1906	5
Yerkes, Silas, jr., et al., executors, Mary G Whitaker.	July 30, 1880	75
Total.		69,000

Outstanding: 69,000 shares, par value $10 each, $690,000.

Officers and directors.

OFFICERS.

President.....Geo. F. Baer.
Treasurer.....H. E. Paisley.
Secretary.....W. G. Brown.

DIRECTORS.

Geo. F. Baer.
E. F. Smith.
Thos. M. Richards.
C. E. Henderson.
Jas. M. Landis.

GOVERNMENT EXHIBIT No. 27.

LOCUST GAP IMPROVEMENT COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.
Arnold, Dwight M	Mar. 10, 1902	1
Baer, Geo. F	Jan. 22, 1901	5
Brown, Wm. H	Apr. 27, 1900	100
	Oct. 1, 1902	10
	Mar. 3, 1903	30
		140
Bumbaurer, Simon	Dec. 11, 1876	1,000
Central Trust Co. of New York as trustee under deed of trust of Pennsylvania Railroad Co. and the Delaware, Lackawanna and Western R.R. Co.; dated Jan. 2, 1907	Jan. 28, 1907	1,014
Fidelity Insurance, Trust and Safe Deposit Co.	Mar. 21, 1902	10,000
Gilbert, Harry S	Aug. 2, 1897	200
Gratz, Aaron	Aug. 3, 1900	200
Gratz, Leon		200
Hendrickson, Emma G		200
Hollis, P. C. (estate)	July 30, 1901	10
Huston, Jas. F	Oct. 1, 1879	11
	Oct. 11, 1888	5
		16
Huston, W. Ellwood	Oct. 1, 1879	11
	Oct. 11, 1888	7
		18
Harris, Jos. S	July 18, 1888	5
Hampton, Wm. C. and Thomas Fanning, executors of the estate of Nicholas Tennis, deceased	Mar. 5, 1910	50
Landis, Jas. M	Feb. 6, 1900	3
Marvin, M. M., agent	Oct. 18, 1901	3
Mitchenson, Ellen B. A	June 30, 1898	885
Mitchenson, Ellen B. A., executrix of Cath. Alexander	Feb. 9, 1885	500
	Feb. 25, 1903	150
Marks, Carrie G	Dec. 4, 1903	150
	July 1, 1901	207
		457
Maxwell, Cora E	Oct. 29, 1903	30
Norris, Herbert, M. D	May 15, 1884	30
Potter, Thomas	Apr. 5, 1859	100
Pennsylvania Co. for Insurance on Lives, etc., and W. H. Watt, trustees, will of Abram S. Watt	Oct. 10, 1908	1,000
Pennsylvania Co. for Insurance on Lives, etc., and Jos. B. Rhoads, trustees for Elizabeth Fattman	July 8, 1904	2
Pennsylvania Co. for Insurance on Lives, etc., and Jos. B. Rhoads, trustees for Caroline Fattman	do	2
Pennsylvania Co. for Insurance on Lives, etc., and Jos. B. Rhoads, trustee for Anna E. Huston	do	2
Pennsylvania Co. for Insurance on Lives, etc., and Jos. B. Rhoads, trustee for Jesse R. Huston	do	1
Philadelphia and Reading Coal and Iron Co	Oct. 9, 1907	50
	Apr. 26, 1909	50
		100
Runckendorff, Elizabeth H	Dec. 15, 1909	11
Ringle and Brother	Oct. 16, 1901	1
Robinson, Wm. L	Jan. 23, 1907	2
Richards, Thos. M	Jan. 27, 1909	5
Smith, E. F	Oct. 8, 1901	5
Sterner & Grubb	Oct. 16, 1901	5
Taylor, Mrs. Esther P	May 3, 1870	1,010
Wallace, Angela Rogers	Sept. 16, 1899	20
Wall, Nicholas	Aug. 16, 1899	50
Wallace, H. A	June 1, 1900	3
Wallace, Louise M	Sept. 16, 1899	20
Ziegler, Caroline F	Oct. 29, 1903	20
	Mar 28, 1906	50
		70
Ziegler, Harry D	Oct. 29, 1903	20
Ziegler, Harry D., trustee	do	2
Total		39,201

Outstanding: 39 201 shares, par value $7.93 each, $471,3 53.43.

Officers and directors.

OFFICERS.

President ..... GEO. F. BAER.
Treasurer ..... H. E. PAISLEY.
Secretary ..... W. G. BROWN.

DIRECTORS.

Geo. F. Baer.
Joseph S. Harris.
E. F. Smith.
Jas. M. Landis.
Thos. M. Richards.

GOVERNMENT EXHIBIT No. 88.

THE DELAWARE COAL COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.	Name.	When acquired.	Number of shares.
Baer, George F.	Jan. 23, 1897	5	Philadelphia and Reading Coal and Iron Co.	May 24, 1897	30
Brown, W. G.	do	5	Robinson, W. J.	Jan. 23, 1897	5
Central Trust Co. of New York as trustees	do	467	Richards, Thos. M.	do	5
Fidelity Insurance, Trust, and Safe Deposit Co., trustee	do	4,716	Smith, E. F.	Jan. 10, 1898	5
Harris, J. S.	do	5	Voorhees, Theodore	do	5
Henderson, C. E.	do	5	Wallace, H. A.	June 1, 1900	2
Landis, James M.	do	5	Welsh, S. & W.	Mar. 13, 1899	5
MacEwan, W. H.	Oct. 6, 1905	5	Total		5,268

Outstanding: 5,268 shares, par value $50 each, $263,400.

Officers and directors.

OFFICERS.

President ..... GEO. F. BAER.
Treasurer ..... H. E. PAISLEY.
Secretary ..... W. G. BROWN.

DIRECTORS.

Thos. M. Richards.
Geo. F. Baer.
Joseph S. Harris.
E. F. Smith,
Jas. M. Landis.
C. E. Henderson.
Theo. Voorhees.
W. G. Brown.
W. H. MacEwan.

GOVERNMENT EXHIBIT No. 29.

FULTON COAL COMPANY.

List of stockholders and date stock was acquired.

Name.	When acquired.	Number of shares.
Baer, George F	Jan. 23, 1897	5
Bates & Contes	June 23, 1865	2
Baber, Chas	Jan. 15, 1868	50
Baber, Wm. D	Aug. 25, 1887	24
	Sept. 13, 1887	50
		74
Bausman, J. W. B	Mar. 21, 1894	100
Creswell, Robert, jr	Feb. 23, 1897	30
Cooper, Isaac	Mar. 14, 1889	400
Central Trust Co. of New York, trustee	Jan. 23, 1897	3,835
Chas. G. Lister, Wm. A. Drysdale, and Jeannetta D. Lee, trustees for William A. Drysdale	May 29, 1906	25
Espy, Caroline R	July 28, 1889	8
Chas. C. Lister, Wm. A. Drysdale, and Jeannetta D. Lee, trustee for Jeannetta D. Lee	May 29, 1906	50
Engle, Emily S	Mar. 14, 1889	400
Fidelity Insurance Trust and Safe Deposit Co., trustee	Mar. 21, 1885	30,672
Feltig, Anna E	May 20, 1892	9
Grundy, Edmund	June 23, 1865	34
Gorman, Geo. T	do	3
Gowen, Francis I	Mar. 31, 1885	100
	Mar. 5, 1887	50
	June 12, 1889	37
		187
Gowen, Fredk. C	Mar. 31, 1885	100
	May 5, 1887	50
	June 12, 1889	38
		188
Hirschfield & Stern	June 23, 1865	22
Haines, Sallie F	Nov. 7, 1887	55
	Apr. 12, 1905	61
		126
Hazard, Elmira A	Mar. 14, 1889	400
Harris, Joseph S	July 18, 1893	5
Henry, Harriet B	Jan. 11, 1892	60
Kirkpatrick & Co., J. T	June 23, 1865	18
Landis, Jas. M	Feb. 6, 1893	5
LeConte H	Mar. 23, 1868	25
Mitchell & Pott	June 23, 1865	8
Marks, Carrie G	Feb. 24, 1892	100
	Dec. 12, 1893	100
	July 1, 1901	110
		310
Philadelphia and Reading Coal and Iron Co	July 10, 1907	3,366
	Dec. 6, 1907	283
	June 29, 1908	100
		3,749
Phipps & Co., W. & C	June 23, 1865	34
Paul, Edwin B	Mar. 14, 1889	400
Paul, Henry S	do	400
	Aug. 5, 1891	16
		416
Provident Life and Trust Co., substituted trustee under will of Emma L. Mount, deceased	July 3, 1894	151
Robinson, Wm. J	Jan. 23, 1897	3
Reed, Henry H	Apr. 3, 1878	16
Richards, Lizzie F	Apr. 12, 1905	60
Richards, Thos. M	Jan. 27, 1888	5
Smith, E. F	Oct. 6, 1904	5
Trotter, W. N	July 29, 1908	5
Wessendonck, H	Jan. 23, 1865	4
Wiggan, Geo. F	Oct. 11, 1876	318
Wallace, H. A	June 1, 1906	2
Total		71,219

Outstanding: 71,219 shares, par value $1.55 each, $110,389.45.

Officers and Directors.

OFFICERS.

President.....Geo. F. Baer.
Treasurer.....H. E. Paisley.
Secretary.....W. G. Brown.

DIRECTORS.

Geo. F. Baer.
Joseph S. Harris.
E. F. Smith.
Jas. M. Landis.
Thos. M. Richards.

GOVERNMENT EXHIBIT No. 80.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY, FULTON COAL COMPANY, LOCUST GAP IMPROVEMENT COMPANY, TREMONT COAL COMPANY, MAMMOTH VEIN COAL AND IRON COMPANY, PRESTON COAL AND IMPROVEMENT COMPANY, DELAWARE COAL COMPANY.

Total number of acres of land in the anthracite producing area of Pennsylvania—

Owned by—	With coal.		Barren.		Total.	
	Acres.	Perches.	Acres.	Perches.	Acres.	Perches.
The Philadelphia and Reading Coal and Iron Co	83,662	62	70,455	29.4	154,117	91.4
Fulton Coal Co	1,492	49	176		1,668	49
Locust Gap Improvement Co	976	126			976	126
Tremont Coal Co	3,627	40	794	62	4,421	102
Mammoth Vein Coal and Iron Co	1,043	29			1,043	29
Preston Coal and Improvement Co	1,493	14	853	29	2,346	43
Delaware Coal Co	1,220	89			1,220	89
Total	93,515	89	72,278	120.4	165,794	19.4

Held by lease by—	With coal.		Barren.		Total.	
	Acres.	Perches.	Acres.	Perches.	Acres.	Perches.
The Philadelphia and Reading Coal and Iron Co	14,415	78			14,415	78
Fulton Coal Co						
Locust Gap Improvement Co						
Tremont Coal Co						
Mammoth Vein Coal and Iron Co						
Preston Coal and Improvement Co						
Delaware Coal Co						
Total	14,415	78			14,415	78

Portion of the aforesaid lands originally acquired subsequently to January 1, 1874—

By—	With coal.		Barren.		Total.	
	Acres.	Perches.	Acres.	Perches.	Acres.	Perches.
The Philadelphia and Reading Coal and Iron Co	19,262	54	40,009	133	59,272	27
Fulton Coal Co						
Locust Gap Improvement Co						
Tremont Coal Co						
Mammoth Vein Coal and Iron Co						
Preston Coal and Improvement Co						
Delaware Coal Co						
Total	19,262	54	40,009	133	59,272	27

GOVERNMENT EXHIBIT No. 31.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

General location, date, and amount of each separate acquisition of land by purchase in the anthracite-producing area of Pennsylvania since January 1, 1898.

Location.	Date.	With coal.		Barren.		Total.	
		Acres.	Perches.	Acres.	Perches.	Acres.	Perches.
Schuylkill County, Pa.	July 20, 1899	7	33			7	33
Do	Jan. 27, 1900	74	36			74	36
Do	Aug. 2, 1900			162	116	162	116
Do	Aug. 1, 1904	17	64			17	64
Do	Mar. 10, 1906	17	64			17	64
Do	Mar. 21, 1906	35	96	21		76	96
Do	Mar. 1, 1907	24	80			24	80
Do	July 8, 1907	33	6			33	6
Do	Nov. 27, 1907	33	5			33	5
Do	Dec. 5, 1907	97	112			97	112
Do	July 17, 1908	115		90	144	205	144
Total		381	145	274	102	859	88

GOVERNMENT EXHIBIT No. 32.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

General location, date, and amount of each separate acquisition of land by lease in the anthracite producing area of Pennsylvania since January 1, 1898.

Location.	Date of—		With coal.		Barren.		Total.	
	Original lease.	Last renewal.	Acres.	Perches.	Acres.	Perches.	Acres.	Perches.
Schuylkill County, Pa.	Dec. 27, 1898		270				270	
Do	Nov. 13, 1883	Dec. 31, 1898	276				276	
Do	May 21, 1869	do	799				799	
Do	Dec. 2, 1880	Jan. 1, 1899	286	104			286	104
Do	July 25, 1884	May 20, 1899	20	72			20	72
Do	May 1, 1879	June 10, 1899	811				811	
Do	July 18, 1899		5	10			5	10
Do	Jan. 1, 1901		21				21	
Do	Sept. 1, 1876	Sept. 1, 1901	1,402	14			1,402	14
Do	Dec. 15, 1876	Nov. 30, 1901	2,027	40			2,027	40
Northumberland County, Pa.	Aug. 1, 1899	Dec. 1, 1901	2,016	94			2,016	94
Schuylkill County, Pa.	Jan. 1, 1902		14	88			14	88
Northumberland County, Pa.	July 2, 1888	July 1, 1903	976	128			976	128
Do	Feb. 1, 1884	Apr. 26, 1904	392				392	
Do	Sept. 1, 1904		4				4	
Do	Mar. 1, 1905		9	80			9	80
Do	do		33	80			33	80
Schuylkill County, Pa.	June 1, 1888	Dec. 1, 1906	234	147			234	147
Total			10,928	26			10,928	26

GOVERNMENT EXHIBIT No. 33.

Number of acres of land in the anthracite-producing area of Pennsylvania leased and subleased to others and length of term of such leases and subleases by the following companies.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Length of term.	Acres.	Perches.
50 years	27	144
22 years	387	.....
20 years	806	20
19 years	37	128
15 years	465	.....
14 years	4	.....
10 years	82	96
Indefinite	2,069	72
Total	3,881	140

FULTON COAL COMPANY

15 years	260	.....
Indefinite	450	.....
Total	710	.....

LOCUST GAP IMPROVEMENT COMPANY.

15 years	976	136

TREMONT COAL COMPANY.

98 years	3,627	40

MAMMOTH VEIN COAL AND IRON COMPANY.

99 years	1,081	99

PRESTON COAL AND IMPROVEMENT COMPANY.

25 years	1,403	14

DELAWARE COAL COMPANY.

99 years	1,220	89

GOVERNMENT EXHIBIT No. 34.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY, FULTON COAL COMPANY, LOCUST GAP IMPROVEMENT COMPANY, TREMONT COAL COMPANY, MAMMOTH VEIN COAL AND IRON COMPANY, PRESTON COAL AND IMPROVEMENT COMPANY, AND DELAWARE COAL COMPANY.

The names of producers of anthracite whose collieries are located upon the lines operated or controlled by the Philadelphia and Reading Railway Company or near enough thereto to be served by such lines in the normal course of business, that have engaged to sell the output of their collieries to the Philadelphia and Reading Coal and Iron Company under the so-called 65 per cent contracts, are as follows:

Operator.	Colliery.
St. Clair Coal Co.	St. Clair.
Enterprise Coal Co.	Enterprise.
E. White Co.	Howard.
Pine Hill Coal Co.	Pine Hill.
Buck Run Coal Co.	Buck Run.

The names of those of such producers who have not so engaged to sell their output to either of the foregoing companies but did sell at the mines the whole or some part of their output to the Philadelphia and Reading Coal and Iron Company in the year 1907 and the number of tons sold to said company in that year by each such producer, are as follows:

Operator.	Colliery.	Long tons.[a]
Excelsior Coal Co.	Excelsior	124,918.00
Do.	Corbin	74,600.07
Mount Hope Coal Co.	Mount Hope	853.18
Furnace Coal Co.	Furnace	50,672.15
Chas. D. Norton Co. (Brightton Coal Co.)	Brightton	1,720.01
Chas. D. Norton Co. (Crystal Run Coal Co.)	Crystal Run	261.17
Madeira Hill & Co. (Thomas Colliery Co.)	Kehley Run	29.16
Estate of A. S. Van Wickle	Coleraine	28.11
Irish Bros. (Buck Ridge Coal Co.)	Buck Ridge No. 2	1,667.07
Vinton Colliery Co. (Girard Mammoth Coal Co.)	Girard Mammoth	55.16
		254,806.08

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 35.

THE PHILADELPH[illegible] AND READING COAL AND IRON COMPANY.

Statement, in long tons, of anthracite coal purchased from coal operators each month from November 1, 1900, to May 1, 1908, under the contracts commonly known as 65 per cent contracts.[a]

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1900.											
November		1,196.13	5,079.05	8,605.13	21,896.15	16,761.02	12,498.14	18,101.07	3,819.15	.....	87,959.04
December		.....	4,147.05	7,596.13	20,060.16	15,673.15	10,988.17	18,975.19	2,277.03	.....	79,720.08
1901.											
January		.....	4,397.10	6,998.02	20,647.04	16,509.17	11,485.04	17,333.01	2,722.01	.....	80,092.19
February		426.11	2,478.07	5,663.02	17,323.01	13,157.14	8,390.17	9,300.15	2,292.08	.....	59,032.15
March		593.10	3,305.13	6,939.02	20,233.11	16,011.15	11,991.05	15,103.04	5,157.03	.....	79,335.03
April		634.03	2,901.07	5,966.15	16,967.16	12,741.10	12,483.07	17,885.07	6,864.16	.....	76,445.01
May		734.17	3,485.01	7,002.10	18,856.15	14,939.07	16,696.15	37,569.04	9,491.15	.....	108,776.04
June		518.06	3,188.03	7,587.03	19,837.11	15,604.02	15,274.01	39,953.02	10,814.14	.....	112,777.02
July		488.06	2,564.04	5,115.05	14,041.02	11,351.00	10,659.00	27,353.10	7,342.17	.....	78,915.04
August		709.05	4,543.10	7,092.07	20,199.12	15,124.05	13,556.15	35,741.09	12,346.01	.....	109,313.04
September		700.00	3,992.01	7,051.05	18,789.19	14,495.18	13,909.14	31,363.15	10,005.04	.....	100,307.16
October		312.07	3,788.17	8,420.13	22,478.11	17,136.17	16,726.02	35,090.11	10,218.13	.....	114,172.11
November		.....	3,575.00	7,532.18	20,544.09	16,068.19	14,124.05	34,012.07	9,357.14	.....	105,215.12
December		.....	3,147.12	5,474.09	19,139.03	13,869.09	10,536.10	25,267.02	7,748.04	.....	85,182.09
1902.											
January		.....	2,732.01	6,869.09	24,375.16	16,778.14	12,407.18	26,454.15	9,431.00	.....	99,049.13
February		.....	2,647.11	5,463.19	19,040.01	13,144.11	12,223.11	19,486.00	5,545.12	.....	77,551.05
March		.....	3,735.17	7,765.10	22,325.14	16,735.06	14,860.15	25,198.08	9,102.16	.....	99,724.06
April		.....	4,594.19	8,447.11	22,652.17	19,600.08	17,198.01	35,239.13	16,789.03	.....	124,522.12
May		.....	1,506.15	2,891.15	6,900.18	5,796.14	6,180.00	11,390.18	5,595.13	.....	40,262.13
June		.....	.....	22.13	.18	27.05	.11	21.10	.....	.....	72.17
July	}	.....	.....	.....	.....	Strike period.				.....	
August		.....	.....	.....	.....					.....	
September		.....	.....	.....	.....					.....	
October		.....	600.18	1,206.14	1,618.10	2,031.03	1,750.00	3,372.06	1,330.18	79.14	11,990.03
November		.....	5,420.08	8,904.18	16,696.17	17,671.10	13,655.15	21,849.09	12,334.03	*79.14*	96,453.06
December		57.19	5,306.16	10,614.05	21,320.08	19,399.01	14,550.00	21,973.06	8,120.18	.....	101,342.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 35.—*The Philadelphia and Reading Coal and Iron Company.—Statement, in long tons, of anthracite coal purchased from coal operators each month from November 1, 1900, to May 1, 1908, under the contracts commonly known as 65 per cent contracts*[a]—Continued.

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1903.											
January		29.00	5,644.03	13,420.08	25,234.15	25,473.10	17,890.04	24,951.16	11,407.03		124,040.19
February		60.00	4,499.13	12,535.09	21,792.01	20,161.11	19,066.06	26,896.11	8,409.13		113,441.04
March			5,420.12	13,348.10	22,897.05	22,385.08	22,223.04	44,903.08	19,728.17		150,907.04
April			5,416.18	10,414.15	18,740.16	18,797.06	19,247.19	43,810.03	17,397.05		133,825.02
May			4,982.07	11,075.04	20,092.11	18,884.08	19,048.17	40,635.05	17,927.00		132,645.12
June			6,029.18	13,774.08	23,936.14	22,778.09	21,806.14	43,612.14	11,667.08		143,606.05
July			6,832.00	13,605.02	24,807.15	24,333.17	21,213.02	38,429.16	1,167.19		130,389.11
August			6,022.13	13,513.09	24,104.05	24,491.12	19,997.16	34,424.12	1,117.10		123,671.17
September			7,055.17	13,933.18	24,783.12	24,164.13	19,384.15	34,824.02	2,814.06		126,961.03
October			7,012.12	13,323.02	22,460.09	20,930.09	17,639.19	38,363.10	2,934.03		122,664.04
November			5,503.18	11,748.05	19,918.02	18,935.05	15,924.18	33,991.17	2,355.05		108,377.10
December			5,144.08	11,388.16	19,607.13	17,845.06	14,216.16	26,680.12	1,900.16		96,784.07
1904.											
January			6,477.06	13,273.06	22,573.05	20,898.12	16,524.11	23,774.17	4,288.03		107,810.00
February			5,828.03	13,059.17	21,576.00	19,841.13	16,541.11	24,353.15	5,403.09		106,604.08
March			5,234.15	10,969.10	18,199.03	17,380.18	14,233.09	22,352.01	5,613.14		93,963.10
April			6,418.07	14,350.15	24,698.01	23,110.01	18,398.04	34,054.09	13,584.12		134,614.09
May			5,901.08	13,206.06	23,664.05	21,127.03	17,370.05	21,561.08	8,228.05		111,059.01
June			7,087.14	14,723.07	26,863.10	24,361.19	21,030.10	22,187.08	9,360.09		125,614.17
July			4,985.17	12,245.16	23,106.12	20,541.11	17,977.04	17,163.10	7,719.09		103,739.19
August			3,941.12	11,329.09	21,326.06	20,045.11	14,025.01	14,965.04	5,055.03		90,688.06
September			3,530.19	10,033.02	18,177.17	16,670.11	10,756.19	11,498.10	2,965.04		73,633.02
October			5,302.00	13,862.14	24,684.17	22,798.00	15,342.14	18,137.00	6,391.11		106,518.16
November			7,310.12	12,735.08	20,803.07	19,280.17	15,424.06	18,098.07	6,629.18		100,282.15
December			6,938.10	12,092.00	19,557.14	18,768.17	14,511.02	16,172.18	5,826.02		93,867.03
1905.											
January			5,808.07	10,223.01	17,756.16	16,260.00	12,799.02	14,602.03	3,822.09		81,471.18
February			5,282.14	9,176.01	14,966.15	14,209.15	10,992.15	12,002.07	1,451.00		68,081.07
March			8,316.10	13,584.15	23,069.17	22,025.12	17,511.06	19,328.03	5,036.10		108,872.13
April			7,605.03	12,020.18	18,698.04	17,548.02	16,594.12	21,060.07	10,889.18		104,417.04
May			8,731.19	14,894.12	22,277.09	21,863.18	19,866.01	27,364.10	13,221.03		128,219.12
June			7,046.15	14,522.04	21,045.08	21,200.01	19,302.09	27,307.01	14,332.18		124,756.16
July			4,053.19	12,866.12	19,469.02	18,099.00	14,849.16	19,570.18	10,797.19		99,747.06
August			5,018.04	15,126.15	23,193.02	21,732.00	17,148.10	21,552.06	7,425.18		111,196.15
September			4,397.13	13,074.10	19,076.01	18,001.08	14,340.06	15,817.18	4,584.08		89,292.04
October			4,435.15	12,848.05	19,846.07	18,822.02	15,512.06	16,794.03	7,274.06		95,533.04
November			4,573.16	12,332.14	19,856.07	18,857.16	15,516.13	18,341.12	9,582.08		99,061.06
December			4,663.11	10,351.11	17,996.10	18,002.10	15,479.04	18,714.19	8,432.15	24.00	93,665.00

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1906.											
January			5,033.12	11,874.11	19,429.14	19,456.18	16,521.16	21,878.12	7,402.05		101,597.08
February			4,554.17	11,113.04	17,703.04	16,415.07	13,729.00	18,902.07	8,415.10		90,833.09
March			5,077.01	12,107.02	19,127.11	16,851.01	14,143.13	18,563.04	5,401.06		91,270.18
April						Strike period.					
May			3,850.02	5,240.03	9,250.15	8,406.03	8,315.19	11,992.09	5,177.04		52,232.15
June			8,360.17	9,438.11	18,158.16	16,308.12	15,951.12	24,163.07	9,243.14		99,625.09
July			5,107.11	7,695.05	15,020.19	12,496.06	11,389.13	20,269.13	8,007.12		79,986.19
August			5,208.15	9,415.12	20,102.18	16,370.02	14,908.02	24,021.15	11,302.06		101,329.10
September			3,681.10	7,131.15	15,865.07	12,366.11	11,193.06	15,300.10	5,227.02		70,766.01
October			5,140.01	10,153.12	22,396.16	18,954.01	14,937.02	19,034.08	5,165.12		95,781.12
November			5,108.03	11,233.07	21,712.09	19,316.02	13,951.10	16,984.04	2,832.15		91,138.10
December			4,405.01	9,816.01	21,448.03	18,434.02	12,602.00	15,790.11	3,913.19		86,409.17
1907.											
January			4,884.18	9,864.11	22,394.05	18,920.13	13,601.12	16,355.12	6,520.06		92,541.17
February			4,590.08	10,120.15	19,289.18	16,528.16	12,683.03	14,620.02	5,682.04		83,515.06
March			4,591.05	10,072.14	19,166.07	16,966.04	13,569.02	16,291.03	6,070.09		86,729.04
April			5,232.05	12,176.06	24,070.05	21,453.03	16,905.19	20,406.14	10,611.01		110,855.13
May			4,988.09	11,832.00	22,508.11	18,999.11	14,966.05	19,832.15	9,189.02	24.00	102,340.13
June			5,336.05	11,380.18	22,532.11	18,791.16	15,805.01	21,842.08	10,764.06		106,453.05
July			5,206.08	11,231.15	20,901.15	18,775.17	15,557.02	17,575.04	8,798.07		98,046.08
August			5,573.14	10,849.12	20,665.11	17,658.05	14,592.09	18,456.02	9,121.11		96,917.04
September			5,219.12	10,241.14	20,954.04	18,818.05	14,468.08	19,610.10	8,657.04		97,969.17
October			6,063.15	11,794.17	23,646.19	22,144.06	16,418.05	21,507.19	9,209.15		110,875.16
November			6,791.13	11,341.09	20,689.16	19,627.05	14,165.13	19,747.07	7,027.14		99,390.17
December			5,764.00	9,257.10	20,063.08	17,821.06	12,785.13	17,466.00	4,561.14		87,719.11
1908.											
January			4,368.12	10,348.06	19,103.17	17,486.16	11,637.06	18,157.14	4,466.10		85,569.01
February			2,464.14	9,079.00	17,441.10	15,923.16	9,788.19	12,734.16	2,482.05		69,915.00
March			1,932.14	7,940.17	15,007.12	13,254.14	10,935.07	15,067.08	4,411.04		68,549.16
April			3,832.13	11,178.04	22,716.14	20,123.06	13,971.18	19,849.00	6,794.08		98,466.03

a Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 36.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Statement of long tons of anthracite coal in sizes purchased from coal operators under the 65 per cent contracts and shipped to New York Harbor points to be put on board vessel, each month from November 1, 1900, to May 1, 1908.[a]

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1900.											
November			409.19	2,205.09	8,176.18	6,200.12	329.05	85.05	1,347.19		18,755.07
December			706.15	1,802.16	6,898.01	10,276.17	789.14		800.07		21,274.10
1901.											
January			678.14	868.13	7,837.03	8,764.13	523.14		148.07		18,821.04
February			315.11	936.07	7,896.00	7,859.14	250.01	157.09	1,015.05		18,430.07
March			877.02	1,268.00	6,489.06	6,033.17	707.08		2,313.14		17,689.07
April			407.10	1,990.09	3,159.01	5,420.19	1,037.17	318.01	1,401.07		13,735.04
May			313.18	1,711.07	3,244.19	5,531.01	512.05	118.06			11,431.16
June			259.02	559.18	3,462.08	5,816.02	551.06	48.07	24.04		10,721.07
July			48.16	442.13	3,319.16	2,794.16	1,776.11	1,068.11			9,451.03
August			484.07	1,375.12	2,990.16	3,122.05	1,520.06	180.04	143.10		9,817.00
September			203.06	376.15	3,656.07	3,885.03	1,681.09	405.13			10,210.13
October			491.06	646.05	4,797.02	6,111.16	1,877.07	619.00	48.08		14,591.04
November			604.19	644.14	4,767.17	10,989.04	1,761.15	743.19	146.01		19,658.09
December			183.16	505.08	2,023.18	8,068.13	833.14	497.04	857.12		13,590.05
1902.											
January			628.08	1,298.03	5,819.13	8,213.07	1,534.06	393.04	2,000.19		19,888.00
February			268.11	368.17	4,553.01	4,708.15	749.19	538.09	294.00		11,481.12
March			922.15	1,155.04	4,531.11	8,451.06	1,372.05	572.06	931.07		17,936.14
April			781.18	2,779.17	7,737.07	9,691.04	1,211.07	655.03	535.01		23,391.17
May			492.17	1,002.08	2,252.17	2,273.03	465.06	207.08			6,693.19
June July August September October	Strike period.										
November				287.16	370.11	507.16					
December			1,766.07	1,067.18	5,108.00	6,439.17	128.05		1,982.16		1,166.03
			372.06	2,312.16	7,694.19	8,627.17	179.08		396.03		16,493.03
											19,573.09

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1903.										
January				539.12	1,391.00	1,270.15	71.15			3,273.02
February			1,765.11	2,377.03	5,267.16	5,898.11	885.09			16,194.10
March			737.06	344.15	3,562.04	4,004.06	26.05			8,622.08
April			916.18	1,587.02	5,418.17	7,590.00	105.14		264.13	15,883.04
May			2,238.05	3,799.08	6,514.07	9,436.04	73.06	262.12	275.03	22,599.05
June			2,482.06	3,896.10	7,624.13	14,055.03		71.04	293.15	28,423.11
July			586.07	3,608.18	8,474.19	6,693.15	369.09	858.13		20,592.01
August			24.19	1,625.03	5,875.05	3,057.19	570.05	1,273.13		12,427.04
September			409.17	794.02	6,188.00	3,513.07	869.06	1,762.11	743.08	14,280.11
October			502.02	565.08	7,472.14	5,115.14	1,386.13	1,661.01	759.09	17,463.01
November			294.17	830.18	6,107.06	7,356.08	1,563.02	1,775.19	618.12	18,547.02
December			1,187.18	1,347.05	7,531.02	5,842.04	3,125.03	1,839.19	273.16	21,147.07
1904.										
January			351.03	726.16	9,943.00	9,764.16	2,866.18	2,238.01	1,647.05	27,537.19
February			627.05	1,759.02	8,278.19	8,995.07	3,632.06	3,683.05	265.07	27,241.11
March			25.06	392.18	3,741.01	6,454.06	4,331.05	2,367.12	598.15	17,911.03
April			800.17	3,986.10	7,310.00	8,758.00	3,534.04	3,018.00	5,262.16	32,670.07
May			391.18	3,568.05	6,908.15	5,852.03	1,798.01	1,561.18	2,805.01	22,886.01
June			752.01	3,260.16	8,470.09	5,388.08	102.06	276.11	4,499.16	22,750.07
July			701.15	1,525.14	2,581.10	3,332.17	363.00	70.02	4,555.13	13,130.11
August			850.02	608.16	4,648.19	2,883.02	1,752.12	1,153.05	1,621.12	13,518.08
September			1,124.10	387.12	5,436.02	3,868.08	1,102.09	1,014.02	959.19	13,893.02
October				191.00	7,780.19	9,124.11	1,060.12	1,113.09	1,053.01	20,323.12
November			1,101.04	957.01	7,901.05	9,953.10	235.07		991.17	21,140.04
December			1,719.11	3,025.13	6,760.04	10,860.06	279.11	109.07	900.19	23,715.11
1905.										
January			1,941.04	1,637.16	7,663.04	7,949.14	403.13	444.11	631.06	20,671.08
February			3,234.07	2,501.16	8,338.08	6,007.11	599.16	161.12		20,933.10
March			2,754.09	1,426.10	6,867.01	7,047.19	743.13	765.01	818.11	20,423.04
April			2,050.15	5,972.03	7,713.05	7,102.00	475.08	864.09	3,031.08	27,269.08
May			4,335.07	4,275.15	6,649.12	9,872.17	310.14	657.09	2,863.08	28,965.02
June			4,099.12	5,490.10	7,567.05	4,210.09	217.19	706.07	2,722.16	25,014.18
July			640.18	1,967.05	2,453.01	1,553.08	148.15	606.03	813.04	8,182.14
August			2,505.04	1,714.09	2,900.13	2,820.01	93.09	96.04	342.19	10,472.19
September			1,318.06	2,354.10	5,915.00	3,076.06	22.11	23.09	1,335.19	14,046.01
October			2,095.12	3,652.10	11,860.13	8,268.13	1,408.09	468.16	1,240.19	28,995.12
November			991.17	4,364.08	14,891.06	8,171.16	931.01	1,187.15	4,615.09	35,153.12
December			1,820.08	2,598.13	8,986.16	5,137.17	1,985.08	311.08	4,884.06	26,724.16

* Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 36.—*The Philadelphia and Reading Coal and Iron Company.—Statement of long tons of anthracite coal in sizes purchased from coal operators under the 65 per cent contracts and shipped to New York Harbor points to be put on board vessel, each month from November 1, 1900, to May 1, 1908* [a]—Continued.

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1906.											
January			2,110.02	3,647.03	9,286.07	4,351.06	2,153.04	316.10	4,326.07		26,191.01
February			2,416.02	3,151.12	8,024.13	5,602.13	5,336.15	1,217.03	3,931.17		29,680.15
March			2,743.02	500.05	2,748.18	1,049.08	1,825.03	526.08	353.19		9,747.03
April							Strike period.				
May			2,088.17	948.07	6,279.01	2,162.08	771.11	515.11	2,351.11		15,117.06
June			2,717.12	2,075.11	6,793.03	4,359.01	389.15	450.13	3,318.05		20,104.00
July			2,309.00	1,898.05	2,422.12	794.09	151.02	340.16	2,156.11		10,072.15
August			1,196.05	1,584.00	1,356.10	1,656.00	960.13	891.13	3,546.07		11,191.08
September			1,766.16	920.17	3,512.11	2,925.19	412.17	502.14	1,501.18		11,543.12
October			1,769.17	1,796.16	11,343.00	8,051.16	127.15	1,024.02	1,437.16		25,551.02
November			1,306.03	949.10	12,560.09	5,985.10	904.03	2,817.19	184.03		24,707.17
December			1,605.17	1,826.06	9,839.04	11,159.10	993.16	2,286.15	140.02		27,851.10
1907.											
January			527.12	1,164.02	12,311.19	6,394.09	1,459.17	4,883.12	1,059.04		27,800.15
February				1,815.03	9,781.05	8,126.09	2,110.07	2,143.02	456.18		24,433.04
March			1,317.07	1,208.00	4,654.14	5,204.04	3,887.03	1,911.12	342.11		18,525.11
April			2,591.05	2,796.17	8,047.12	3,062.17	1,292.11	2,314.14	1,694.01		21,799.17
May			939.03	2,080.15	8,394.06	5,161.15	1,720.18	647.10	1,263.09		20,207.16
June			1,163.03	2,037.04	6,382.14	4,986.11	1,524.00	1,100.12	2,196.17		19,391.01
July			2,398.11	979.13	2,959.00	2,604.17	1,116.07	820.00	4,134.05		15,012.13
August			1,982.03	844.01	5,026.16	1,973.18	2,257.10	1,884.19	2,527.08		16,496.15
September			1,066.02	1,262.06	5,401.17	3,645.00	7,045.17	3,227.08	3,046.15		24,695.05
October			1,189.19	2,260.01	7,148.08	6,925.02	5,800.03	2,932.11	4,405.03		30,461.07
November			1,064.02	2,328.13	7,894.05	8,041.08	5,239.07	4,321.10	2,682.15		31,572.00
December			1,945.13	1,335.13	8,484.15	6,633.00	4,949.08	4,984.06	2,017.01		30,349.16
1908.											
January			600.03	1,314.01	5,902.11	4,127.18	6,977.15	3,083.08	2,719.19		24,725.15
February			1,037.03	2,226.18	6,486.18	6,611.12	2,226.06	739.05	1,412.13		20,740.15
March			898.10	782.09	3,888.06	2,426.03	1,976.08	823.08	2,393.00		13,188.04
April			2,971.11	4,751.07	7,175.14	7,734.13	4,469.19	358.12	2,710.11		30,172.07

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

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GOVERNMENT EXHIBIT No. 37.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Statement of total long tons in sizes of anthracite coal (whether produced, purchased, or otherwise acquired) shipped to New York Harbor to be put on board vessel each month from November 1, 1900 to May 1, 1908.[a]

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1900.											
November			6,429.13	14,378.07	24,244.12	15,408.03	907.03	107.15	10,204.01		71,679.14
December			6,677.11	13,015.02	27,451.01	33,990.13	1,010.15		10,467.14		92,612.16
1901.											
January			5,684.03	19,381.18	42,223.00	39,780.00	1,963.11	1,895.19	9,351.12		120,280.03
February		104.14	1,866.09	10,392.17	35,491.12	27,000.10	610.18	644.04	5,531.04		81,642.08
March			4,690.06	7,061.11	31,109.01	33,276.18	2,788.08	27.06	8,772.12		87,726.02
April			1,765.13	15,065.05	29,639.18	32,403.04	2,113.18	1,494.18	2,894.16		85,377.12
May			9,644.02	15,009.17	35,532.02	28,865.01	974.19	392.13	4,530.17		94,949.11
June		27.12	11,839.17	14,172.18	30,079.18	26,594.19	1,917.19	357.06	2,217.14		87,208.03
July			6,309.15	7,193.17	19,639.00	13,521.01	5,176.14	3,720.09	618.09		56,179.05
August			11,176.01	12,875.03	25,867.18	18,992.18	6,375.13	1,337.05	2,237.11		78,562.09
September			9,310.00	11,326.03	30,706.08	16,378.12	7,310.19	3,555.14	139.07		78,727.03
October		101.15	12,974.03	10,979.09	34,847.11	30,825.13	5,588.11	2,528.04	231.09		98,076.15
November			7,465.15	13,231.10	37,109.14	38,023.04	7,480.00	4,928.13	513.00		108,751.16
December			2,193.17	5,926.07	17,306.02	23,050.03	8,344.10	5,413.02	1,938.17		64,172.18
1902.											
January			9,604.06	14,911.16	26,662.11	30,938.15	4,356.09	2,053.19	9,554.10		95,082.06
February			7,142.12	11,688.01	30,760.09	19,831.04	2,640.14	1,542.11	3,065.14		76,671.05
March		109.19	9,040.00	11,536.02	27,492.11	25,901.00	3,089.12	1,424.01	2,334.09		80,927.14
April			9,893.06	13,785.01	37,680.14	34,099.19	4,420.09	1,044.19	1,172.07		102,096.15
May			110.10	3,551.13	6,795.02	6,832.19	*146.16*	305.13			17,449.01
June			4.19					*27.18*			*22.19*
July	}				Strike period.						
August											
September				22.02	125.00	51.02					198.04
October			597.05	2,335.17	3,278.02	1,661.14					7,872.18
November			6,494.09	6,195.05	14,546.03	11,752.09	654.14		2,614.15		42,257.15
December			6,885.14	7,196.01	16,439.05	14,419.14	359.02		1,439.17		46,739.13

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GOVERNMENT EXHIBIT No. 37.—*The Philadelphia and Reading Coal and Iron Company—Statement of total long tons in sizes of anthracite coal (whether produced, purchased, or otherwise acquired) shipped to New York Harbor to be put on board vessel each month from November 1, 1900, to May 1, 1908* [a]—Continued.

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Coal dirt.	Total.
1903.											
January			8,790.13	5,963.14	15,022.13	12,062.06	680.06	372.16	*22.08*		42,870.00
February			8,869.08	9,900.12	19,678.09	18,375.06	454.19	384.03	254.04		57,917.01
March			12,703.19	6,552.15	23,250.08	16,466.12	360.18	198.00	*7.05*		*59,525.07*
April		29.06	5,467.03	7,557.00	18,295.14	21,885.19	314.06	237.01	264.13		54,051.02
May		*29.06*	12,659.19	15,656.14	25,613.19	29,488.10	314.14	418.18	270.13		84,394.01
June			14,105.07	17,553.13	34,806.09	40,600.06	894.05	1,732.03	293.15		109,985.18
July			6,553.07	24,901.07	37,332.13	22,383.15	3,688.11	3,586.14	2,721.06		101,167.13
August		50.12	3,827.17	10,793.01	30,408.02	9,575.06	1,572.17	3,238.14	1,779.06		61,245.15
September			4,640.04	6,857.11	24,750.11	17,841.01	2,323.13	5,459.16	2,585.03		64,457.19
October		100.04	12,269.08	9,483.01	35,289.06	26,297.18	5,751.04	5,631.04	5,562.17		100,385.02
November			10,513.16	6,088.11	33,450.07	28,459.04	7,839.16	12,644.14	7,495.11		106,491.19
December			14,566.06	9,960.08	35,884.00	35,022.11	11,929.06	14,806.17	8,159.12		130,329.00
1904.											
January			10,545.12	7,228.01	45,088.18	41,964.18	19,197.07	18,356.16	6,403.05		148,784.17
February			6,615.08	10,772.18	37,857.07	33,063.13	19,251.08	20,246.17	2,040.16		129,848.07
March			7,528.19	3,959.10	17,473.08	22,074.15	19,586.06	15,801.17	1,177.17		87,602.12
April			10,842.12	22,919.19	35,123.01	45,530.06	14,465.16	17,136.02	9,828.01		155,845.17
May			8,903.10	16,437.03	30,552.09	24,320.12	10,212.07	11,742.06	6,332.12		108,500.19
June			14,465.05	17,443.16	28,808.06	16,559.10	5,597.09	6,583.01	9,816.19		99,274.06
July			15,229.16	12,198.01	22,020.18	11,808.06	8,172.08	6,146.12	10,616.16		86,192.17
August			13,536.03	8,679.06	21,814.13	12,512.07	11,899.16	9,994.09	13,604.18		92,041.12
September			9,198.04	6,118.17	27,536.05	21,050.01	10,405.00	7,250.07	8,644.17		90,203.11
October			7,596.01	6,240.17	36,959.05	37,710.17	14,192.02	18,181.14	15,854.15		136,735.11
November			10,867.04	11,250.02	42,340.07	45,997.12	17,644.08	18,658.05	12,191.09		158,949.07
December			11,849.09	13,058.17	44,818.16	44,629.03	23,577.02	25,798.18	13,254.01		176,986.06
1905.											
January			10,532.19	5,513.05	34,906.18	30,573.02	14,044.15	17,301.06	6,222.14		119,093.19
February		25.03	12,566.18	12,749.19	37,119.18	23,275.12	12,200.06	11,626.18	1,777.18		111,342.12
March			11,451.10	10,520.18	34,424.02	32,778.05	15,120.17	14,558.01	6,900.12		125,754.05
April			10,297.11	20,798.14	32,520.10	28,540.15	13,594.12	11,502.02	12,319.19		129,574.03
May			19,121.01	16,461.05	32,967.01	35,422.12	8,801.12	7,938.18	17,152.07		137,864.16
June			12,588.06	19,712.12	39,484.00	17,038.09	5,920.09	6,034.13	12,209.17		112,988.08
July			10,455.12	14,039.14	22,326.07	8,434.13	7,789.08	8,373.06	17,823.18		89,242.18
August			14,191.08	9,491.19	22,943.15	16,613.18	9,204.19	6,973.16	19,824.12		99,244.07
September			16,632.06	7,677.02	30,930.03	22,104.19	8,950.13	11,192.13	25,175.11		122,663.07
October			17,071.11	14,594.14	36,927.17	33,736.00	15,474.17	11,217.16	30,768.00		159,790.15
November			17,676.17	14,325.05	39,713.13	38,882.19	10,158.03	10,032.06	13,367.02		144,156.05
December			12,493.18	10,308.01	34,553.08	25,271.16	12,966.01	5,801.13	8,076.14		109,471.11

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1906.											
January			13,443.15	9,724.12	30,364.02	24,517.16	10,395.08	10,240.17	14,352.11		113,039.01
February			17,124.12	6,998.00	27,398.12	23,151.05	16,312.18	10,287.16	19,734.03		121,007.06
March			18,483.01	2,631.17	17,241.18	10,106.05	7,295.06	6,814.14	5,085.05		67,658.06
April			498.13	775.09	3,606.11	3,956.16	4,377.02	684.03	813.17		14,712.11
May			13,766.01	14,819.15	30,609.15	19,197.01	19,313.05	12,520.10	13,444.08		123,730.15
June			20,639.01	19,861.03	31,307.00	21,141.03	4,578.03	3,845.19	15,524.10		116,896.19
July			14,427.18	11,243.11	16,858.14	4,669.09	4,204.18	2,503.11	16,545.17		70,453.18
August			15,483.08	12,243.12	17,122.11	9,105.12	5,612.01	7,863.06	17,500.08		84,930.18
September			14,171.02	5,868.03	17,085.00	10,686.07	8,353.10	5,351.06	20,756.06	76.02	82,347.16
October			18,703.19	13,231.01	41,564.10	38,947.18	11,841.10	12,194.06	29,181.06		165,664.10
November			15,861.18	7,197.12	42,885.03	39,483.12	13,917.10	15,696.18	29,085.02		164,127.15
December			14,282.05	11,124.16	37,495.04	38,429.16	23,158.03	11,979.05	9,929.04		146,398.13
1907.											
January			16,291.12	9,157.00	38,293.08	33,393.17	32,453.16	25,937.18	13,320.13		168,848.04
February			10,403.02	11,770.10	31,746.00	30,306.09	31,869.14	12,757.04	5,180.07		134,033.06
March			14,042.02	9,767.17	25,271.07	22,754.08	58,152.14	8,014.05	9,517.09		147,520.02
April			17,070.02	20,641.12	29,694.12	24,536.09	12,368.07	13,988.12	16,879.05		135,178.19
May			17,837.07	16,118.01	32,434.05	31,042.11	8,576.08	3,149.01	11,927.01		121,084.14
June			17,941.06	15,326.08	32,853.05	20,562.13	13,257.08	4,377.19	13,808.01		118,127.00
July			16,939.00	12,919.04	20,391.19	12,559.03	11,970.13	3,737.15	19,779.08		98,297.02
August			24,225.16	7,130.13	20,907.04	13,745.02	13,180.16	8,482.18	31,076.06		118,748.15
September			21,041.15	8,352.16	23,846.02	16,470.10	26,118.18	10,936.18	40,512.14		156,279.13
October			16,006.15	11,846.11	33,799.03	47,686.18	31,198.17	18,784.12	36,126.15	7,648.16	203,098.07
November			13,751.06	10,478.06	36,819.01	42,727.14	37,822.17	23,899.09	25,778.01	6,611.13	197,888.07
December			18,410.17	8,900.02	37,491.01	44,266.02	33,710.05	21,050.04	18,582.19	1,214.01	183,025.11
1908.											
January			[a] 8,997.08	8,363.08	30,462.16	24,062.05	27,784.18	13,385.04	18,260.01	1,666.01	132,982.01
February			10,944.03	9,224.02	26,771.09	25,638.04	3,903.19	1,066.01	16,001.09	521.13	94,071.00
March			16,433.03	4,502.02	20,306.05	13,589.17	6,714.05	3,476.05	16,768.11	1,820.17	83,611.05
April			15,585.09	19,978.03	28,674.14	28,589.02	14,734.17	3,241.18	11,681.08		122,485.11

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

Shipped over Philadelphia and Reading Railway, Port Reading Railroad, and Central Railroad of New Jersey.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 38.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Amount of capital stock outstanding on June 12, 1907, $27,436,800.

Of this the following-named corporations held the amounts set opposite their names as of June 12, 1907:

Name of stockholder.	Amount held.
Pennsylvania Company for Insurances on Lives and Granting Annuities, as trustee under Jersey Central collateral trust deed of Reading Company, dated April 1, 1901	$14,500,000

Amount of capital stock outstanding on September 22, 1908, $27,436,800.

Of this the following-named corporations held the amounts set opposite their names as of September 22, 1908:

Name of stockholder.	Amount held.
Pennsylvania Company for Insurances on Lives and Granting Annuities, as trustee under Jersey Central collateral trust deed of Reading Company, dated April 1, 1901	$14,500,000

GOVERNMENT EXHIBIT No. 39.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Directors as of June 12, 1907, and September 29, 1908.

GEORGE F. BAER	Reading, Pa.
J. ROGERS MAXWELL	Brooklyn, N. Y.
GEORGE F. BAKER	New York, N. Y.
HARRIS C. FAHNESTOCK	New York, N. Y.
H. McK. TWOMBLY	New York, N. Y.
ROBERT W. DE FOREST	New York, N. Y.
JOSEPH S. HARRIS	Philadelphia, Pa.
EBEN B. THOMAS	New York, N. Y.
CHARLES STEELE	New York, N. Y.

General officers, June 12, 1907, and September 29, 1908.

GEORGE F. BAER	President.
J. ROGERS MAXWELL	Chairman executive committee.
R. W. DE FOREST	Vice-president and general counsel.
W. G. BESLER	Vice-president and general manager.
JACKSON E. REYNOLDS	General attorney.
G. O. WATERMAN	Secretary and treasurer.
J. A. TAYLOR	General auditor.
T. B. KOONS	Freight traffic manager.
E. M. SNYDER	General freight agent.
W. C. HOPE	General passenger agent.
C. W. HUNTINGTON	General superintendent.
JOSEPH O. OSGOOD	Chief engineer.
WILLIAM McINTOSH	Superintendent motive power.

GOVERNMENT EXHIBIT No. 40.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Total amount of anthracite coal transported for all shippers to New York Harbor points, f. o. b., by the Central Railroad Company of New Jersey in the calendar years 1900 to 1907, both inclusive.

	Long tons.	Cwt.		Long tons.	Cwt.
1900	2,672,614	12	1904	4,005,451	4
1901	3,087,690	6	1905	4,288,079	11
1902	1,849,931	5	1906	4,056,195	15
1903	3,917,898	6	1907	5,060,385	16
				28,938,246	15

GOVERNMENT EXHIBIT No. 41.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Tonnage and earnings of freight traffic for the calendar year 1907 were as follows:

	Tons of 2,000 pounds.	Earnings.
(1) Anthracite	9,434,108	$9,753,871.41
(2) All other freight	19,417,083	10,329,451.34
Total	28,851,191	20,083,322.75

GOVERNMENT EXHIBIT No. 42.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

List of collieries and names of operators located on or reached via line of the Central Railroad Company of New Jersey.

WYOMING REGION.

Name of colliery.	Name of operator.	Address.
Hollenback Colliery	Lehigh & Wilkes-Barre Coal Co.	143 Liberty st., New York.
South Wilkes-Barre Colliery	do.	Do.
Stanton Colliery	do.	Do.
Empire Washery	do.	Do.
Sugar Notch Colliery	do.	Do.
Lance Colliery	do.	Do.
Nottingham Colliery	do.	Do.
Reynolds Colliery	do.	Do.
Wanamie Colliery	do.	Do.
Maxwell Colliery	do.	Do.
Sugar Notch Washery	North American Coal Company	17 Battery Place, New York.
Buttonwood Colliery	Parrish Coal Company	Plymouth, Pa.
Plymouth Colliery	do.	Do.
Red Ash Colliery	Red Ash Coal Company	Wilkes-Barre, Pa.
Lee or Melville Colliery	West End Coal Company	Scranton, Pa.
Lee Washery[a]	do.	Do.
Hadleigh Colliery	Pittston Coal Mining Co.	Pittston, Pa.
Alden Colliery	Alden Coal Company	Alden, Pa.
LEHIGH REGION.		
Upper Lehigh Colliery	Upper Lehigh Coal Co.	Upper Lehigh, Pa.
Sandy Run Colliery	M. S. Kemmerer & Co.	Sandy Run, Pa.
Honey Brook Colliery	Lehigh & Wilkes-Barre Coal Co.	143 Liberty St., New York.
Beaver Brook Colliery	C. M. Dodson & Co.	Bethlehem, Pa.
Beaver Brook Washery	do.	Do.
Coleraine Colliery	Est. A. S. Van Wickle	Hazleton, Pa.
Summit Colliery[b]	Lehigh Coal & Navigation Co.	108 South Fourth street, Philadelphia, Pa.
No. 1 Colliery[b]	do.	Do.
Kaska William Colliery	T. M. Dodson & Co.	Bethlehem, Pa.
Maryd Colliery	Maryd Coal Co.	1725 Land Title Bldg., Philadelphia, Pa.
Hacklebernie Colliery	Hacklebernie Coal Co.	Mauch Chunk, Pa.
Pond Creek Colliery	Pond Creek Coal Co.	Pittston, Pa.

[a] Also known as West End Washery.

[b] The various collieries of the Lehigh Coal and Navigation Co. are operated under the general designation of Summit Colliery and No. 1 Colliery. The various openings comprising the Summit Colliery are numbered merely and the broader term is applied as comprehending all of them.

GOVERNMENT EXHIBIT No. 43.

CAPITAL STOCK OF LEHIGH AND WILKES-BARRE COAL COMPANY.

Total capital stock authorized, $10,000,000 (200,000 shares of $50); total capital stock issued, $9,212,500 (184,250 shares of $50). Of this the Central Railroad Company of New Jersey owns $8,462,650, or 169,253 shares, acquired as follows:

	Shares.
On January 20, 1874, it acquired through exchange of stocks of Wilkes-Barre Coal and Iron Company and of Honey Brook Coal Company	133,035
By purchase:	
1875 and 1876	550
	133,585
1888	1,415
	135,000
1890	433
1891	100
1892	350
1900	25,110
	160,993
1901	1,500
1902	1,421
1903	961
	164,875
1904	1,333
1905	800
	167,008
1906	1,200
1907	1,045
	169,253

Directors and officers of Lehigh and Wilkes-Barre Coal Company.

DIRECTORS.

GEORGE F. BAER	Reading, Pa.
J. ROGERS MAXWELL	Brooklyn, N. Y.
GEORGE F. BAKER	New York, N. Y.
JOSEPH S. HARRIS	Philadelphia, Pa.
SAMUEL DICKSON	Philadelphia, Pa.
ANDREW H. MCCLINTOCK	Wilkes-Barre, Pa.
H. MCK. TWOMBLY	New York, N. Y.

OFFICERS.

GEORGE F. BAER	President.
G. O. WATERMAN	Secretary and treasurer.
C. F. HUBER	General superintendent.
P. B. HEILNER	General agent.
W. C. JOHNSON	General auditor.

GOVERNMENT EXHIBIT No. 44.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing acreage of coal lands owned and held by lease by Lehigh and Wilkes-Barre Coal Company in anthracite producing area of Pennsylvania.

	Acres.
Owned, in Luzerne County	10,795
Schuylkill County	1,936
Carbon County	181
	12,912
Held by lease, in Luzerne County	2,738
	[a]15,650

[a] Of this, 1,694 acres, approximately, was acquired subsequently to January, 1874.

The term of lease is in nearly each case until all merchantable coal is mined and the property is exhausted.

GOVERNMENT EXHIBIT No. 45.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing acreage in anthracite producing area of Pennsylvania acquired by lease by Lehigh and Wilkes-Barre Coal Company since January 1, 1896.

Lessor.	Date.	Location.	Term.	Area.
				Acres.
Miner & Hunt	Apr. 1, 1896	Luzerne County	Until mined out	1.50
C. A. Miner et al	July 1, 1896	do	do	10.30
Davenport et al	May 1, 1905	do	4 years	5.59

GOVERNMENT EXHIBIT No. 46.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing acreage in anthracite-producing area of Pennsylvania purchased by Lehigh and Wilkes-Barre Coal Company since January 1, 1896.

Grantor.	Date.	Location.	Acres.	Sq. feet.
Reinig and Fraley	Feb. 10, 1896	Luzerne County		6,314
Wm. Phillipie	Mar. 2, 1896	do		35,090
F. F. Rentelnhuber	May 13, 1896	do		6,000
O. B. Youngst	Apr. 30, 1896	do		8,440
J. T. Labagh	Apr. 9, 1896	do		32,180
R. Hunsberger	do	do		11,421
St. Johns Lutheran Church	Apr. 20, 1896	do		13,200
Jacob Loeb	May 16, 1896	do		10,000
Magdalene Seigle	July 11, 1896	do		8,050
M. S. Kaiser	July 10, 1896	do		4,940
John Schappert	July 13, 1896	do		5,602
Philip Meyer	July 30, 1896	do		5,500
C. M. Hochreiter	Aug. 18, 1896	do		3,728
Chas. Parrish	June 30, 1896	do		37,242
C. W. Mood	Nov. 25, 1896	do		9,000
Jacob Aller	Sept. 20, 1899	do		16,689
Mary Teardale	Dec. 14, 1899	do		39,204
I. Livingston	Dec. 6, 1899	do	3	12,251
H. Schlingmann	Dec. 11, 1899	do		13,340
L. C. and N. Co.	Nov. 4, 1899	do	2	26,136
Geo. Lazarus	Feb. 15, 1900	do		14,157
Peter Carroll	Feb. 23, 1900	do		4,356
E. G. Hart	do	do		28,314
G. M. Reynolds	May 21, 1900	do	10	40,020
J. Schappert	Sept. 26, 1900	do		4,840
A. C. Helfrick	do	do		3,829
E. G. Hart	do	do		8,100
E. N. and L. Bennett	Jan. 2, 1901	do		88,340
Geo. Lazarus	Dec. 6, 1900	do		5,158
L. S. Langdon	Feb. 4, 1901	do		10,480
First M. E. Church	Feb. 2, 1901	do		5,445
M. E. and N. M. Johns	June 1, 1901	do		8,085
J. VanLoom	Oct. 16, 1901	do		19,080
M. Frey	Nov. 1, 1901	do		12,006
G. and T. Kraft	Nov. 25, 1901	do		9,700
M. Javons	Nov. 1, 1901	do		9,420
A. Wideman	Nov. 9, 1901	do		11,813
Abram Reese	Oct. 17, 1901	do		2,574
B. Downing	Aug. 1, 1901	do		17,610
Chas. W. Lee	Jan. 8, 1902	do		18,730
C. W. Bennett	Jan. 23, 1902	do		7,714
Emily T. Lee	Jan. 15, 1902	do		9,495
Anton Frank	Apr. 11, 1902	do		9,166
J. J. Jevons	Aug. 7, 1901	do		6,727
W. W. Cunningham and J. J. Turner	Sept. 18, 1902 Oct. 18, 1902	do	5	37,897
Chas. Dertinger	Jan. 28, 1902	do		4,800
D. L. Richards	Apr. 10, 1902	do		4,165
S. J. Nagle	Feb. 10, 1903	do		16,770
Eleanor Elwell	May 4, 1903	do		6,400
Roger Miller	May 7, 1903	do		20,305
C. W. and L. E. Sturdevant	May 8, 1903	do		6,270
S. H. Sturdevant	do	do		12,760
E. Riley	Dec. 10, 1902	do		5,075
W. W. Vincent	June 24, 1903	do		4,400
Garrett Smith	June 5, 1903	do		6,720
Fred Jacobs	May 22, 1903	do		3,466
Elizabeth Gable	Mar. 21, 1903	do		7,704
James M. Wilcox	June 8, 1903	do		4,240
Wm. Toomb	June 13, 1903	do		36,214
Mary Ann Foster	May 7, 1903	do		8,874
Chas. H. Wideman	May 8, 1903	do		4,580
Frank Mains	July 17, 1903	do		6,672
Miles Shepherd	May 25, 1903	do		8,644
Jacob and Mary Batt	June 29, 1903	do		6,537
Ruth A. Johnson et al.	July 1, 1903	do		10,824
Philip R. Raife	Aug. 1, 1903	do		14,551
Benj. F. Parker	July 31, 1903	do		8,281
A. W. and A. D. Schlingman	Aug. 4, 1903	do		10,920
Harriet Thomas	Aug. 6, 1903	do		20,216
L. A. O. Hickey	Sept. 11, 1903	do		9,320
N. and M. Baldes	Sept. 18, 1903	do		2,500
Wm. Hanseley	do	do		7,020
Catharine Hockberg	Aug. 9, 1903	do		10,340
Thos. Lamb	Aug. 5, 1903	do		5,445

GOVERNMENT EXHIBIT No. 46.—*Lehigh and Wilkes-Barre Coal Company—Statement showing acreage in anthracite-producing area of Pennsylvania purchased by Lehigh and Wilkes-Barre Coal Company since January 1, 1896*—Continued.

Grantor.	Date.	Location.	Acres.	Sq. feet.
John Alles, 2d	Oct. 21, 1903	Luzerne County		9,809
M. H. Detrick	Oct. 23, 1903	do		11,400
R. and E. Y. Sturdevant	Nov. 6, 1903	do		5,520
Pauline Meltles	Nov. 4, 1903	do		7,425
Henry Hoffman	do	do		5,345
N. and M. Klein	Oct. 13, 1903	do		4,500
M. and E. Klein	do	do		4,500
J. and K. Eyerman	Oct. 1, 1903	do		5,250
J. Lisman	Sept. 29, 1903	do		3,125
P. and M. Becker	Oct. 1, 1903	do		2,500
G. F. Lazarus	Oct. 2, 1903	do		16,716
Israel Hub	do	do		4,000
A. and S. Anstett	do	do		3,125
S. and F. Fellbrush	Nov. 4, 1903	do		3,657
C. J. and E. M. Reuffer	Nov. 2, 1903	do		9,709
Peter and Katie Becker	Oct. 21, 1903	do		3,125
C. R. and M. E. Wood	Oct. 22, 1903	do		11,500
J. R. Lamb	Sept. 21, 1903	do		7,875
Peter Smith	Nov. 27, 1903	do		2,223
Susan Jeffords	do	do		6,300
J. F. Matzenger	Nov. 28, 1903	do		6,048
A. Groblewski	do	do		5,964
H. Hockenberg	do	do		7,470
M. Krapp and W. and E. Lentz	Nov. 27, 1903	do		5,187
G. F. Lazarus	Dec. 14, 1903	do		13,980
E. Gunster	Dec. 21, 1903	do		2,780
M. Gunster	Dec. 22, 1903	do		4,239
E. F. Roth	Dec. 15, 1903	do		12,175
Wm. H. Roth	Dec. 18, 1903	do		29,223
Nellie S. Tyrrell	Dec. 28, 1903	do		5,812
J. H. Tonkin	Jan. 2, 1904	do		3,681
S. J. Tonkin	Nov. 27, 1903	do		8,136
J. S. Williams	Jan. 16, 1904	do		6,930
Ludwig Roos	Jan. 8, 1904	do		4,740
S. T. Nicholson	Dec. 22, 1903	do		10,494
B. and J. Kemmerer	Jan. 22, 1904	do		4,740
Mary Butler	Jan. 15, 1904	do		9,569
O. C. Lueder	Feb. 4, 1904	do		3,681
Giles Ross	Jan. 27, 1904	do		7,250
M. C. Butler	Feb. 16, 1904	do		10,035
Henry Bodmer	Jan. 26, 1904	do		2,349
Grace English Lutheran Church	Feb. 24, 1904	do		14,008
John Becker et al	Feb. 23, 1904	do		7,745
H. Sturdevant	Aug. 6, 1903	do		7,370
H. and J. Connor	Mar. 24, 1904	do		4,268
E. H. Kulp	Apr. 15, 1904	do		3,783
W. J. Spendley	Apr. 21, 1904	do		6,252
Jas. H. Miller	Apr. 20, 1904	do		19,152
Jno. Ritter	June 27, 1904	do		6,250
Jas. Bradley	Aug. 3, 1904	do		3,725
Louis Tisch	Sept. 19, 1904	do		14,330
E. W. Marple	Sept. 23, 1904	do		6,953
J. R. Roberts, jr	Nov. 7, 1904	do		10,394
Eva T. Downing	Aug. 25, 1904	do		6,636
Louisa Lines	Nov. 16, 1904	do		7,500
C. T. Farrell	Nov. 30, 1904	do		11,607
African M. E. Church	Dec. 17, 1904	do		4,557
T. W. Hart	Jan. 9, 1905	do		9,163
Sarah L. Bickel	Dec. 1, 1904	do		2,662
R. W. Marcy	Apr. 1, 1905	do		7,362
A. T. Wideman	Mar. 13, 1905	do		6,840
R. E. Andreas	Jan. 27, 1905	do		9,459
S. Sinkowitch	Sept. 21, 1903	do		4,387
Max Hohlfeld	Apr. 5, 1905	do		3,224
Margaret Neison	May 31, 1905	do		13,610
Frank Alles	July 6, 1905	do		9,796
J. J. Buerkle	July 26, 1905	do		15,960
German Eng. Ev. Lutheran Church	do	do		8,819
Edwin Polsue	Sept. 26, 1905	do		7,114
Louis Cohen	Sept. 18, 1905	do		3,885
Geo. Dotzel	Oct. 16, 1906	do		6,450
Irvin Shupp et al	Apr. 10, 1907	do		9,858
J. R. Coolbaugh	Nov. 12, 1906	do		23,514
Total			55	6,128

GOVERNMENT EXHIBIT No. 47.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Total acreage in anthracite-producing area of Pennsylvania leased or sublet to others by Lehigh and Wilkes-Barre Coal Company: 1,760 acres.

The leases do not in all cases include the entire contents of a tract, but the coal in certain veins only. Some leases are for a specific term, others until coal is exhausted.

GOVERNMENT EXHIBIT No. 48.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Names of producers of anthracite coal whose output is purchased by Lehigh and Wilkes-Barre Coal Company under 65 per cent contracts and the tonnage so purchased in 1907:

	Long tons.
Parrish Coal Co., 2 collieries	501,231.00
Red Ash Coal Co., 1 colliery	211,629.05
Melville Coal Co.,[a] 1 colliery	225,739.18
Total	938,600.03

Names of producers of anthracite coal part of whose output was purchased by Lehigh and Wilkes-Barre Coal Company during year 1907, but not under 65 per cent contracts, and the tonnage so purchased from each in that year:

	Long tons.
Lehigh Coal and Navigation Co	14,560.09
North American Coal Co	15,120.02
Madeira Hill & Co	2,228.01
Total	32,908.12

[a] This company is not included in the list of those located on the line of the Central Railroad of New Jersey, because it has no breaker of its own. It delivers its coal as mined to the breaker of the West End Coal Company, which is on the line of the Central Railroad of New Jersey, and which in turn delivers the coal to that railroad.

The total tonnage purchased down to 1907 by Lehigh and Wilkes-Barre Coal Company from Melville Coal Company, under the 65 per cent contract between them dated June 1, 1901, is as follows, by calendar years:

	Long tons.
1901	45,605.19
1902	78,665.06
1903	211,516.05
1904	134,920.12
1905	200,718.15
1906	191,657.02
Total	865,083.19

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GOVERNMENT EXHIBIT No. 49.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing long tons of anthracite coal purchased under the so-called 65 per cent contracts, by months, from November 1, 1900, to May 1, 1908.[a]

Month.	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
1900.										
November		147.12	2,757.12	3,533.07	3,159.08	7,687.04	4,961.15	1,271.16		23,618.14
December		41.10	8,760.12	9,626.13	9,587.11	11,167.13	7,419.03	2,207.02		48,812.04
1901.										
January		850.12	12,196.02	11,836.03	9,960.01	12,437.03	6,763.07	1,210.04		55,272.12
February		1,772.16	10,319.11	10,964.08	9,517.09	9,794.00	5,390.18	799.09		48,556.11
March		2,342.02	10,930.05	11,666.07	10,644.14	12,603.07	6,446.09	1,210.08		55,843.12
April		2,020.15	6,465.07	7,821.18	6,519.10	9,477.18	6,300.03	1,435.09		40,041.00
May		1,739.11	6,289.02	7,738.19	5,977.07	10,400.05	6,523.18	1,130.17		39,799.19
June		735.08	9,193.04	10,786.19	7,883.07	11,929.04	6,570.15	1,343.12		48,442.09
July		2,155.03	5,843.17	6,830.16	4,836.15	7,831.09	4,628.13	642.11		32,769.04
August		1,257.01	9,439.14	9,613.17	6,051.08	10,421.03	3,963.19	705.09		41,652.11
September		36.12	10,673.09	13,091.13	7,658.13	9,255.19	4,667.06	1,508.08		46,892.00
October			16,852.18	22,695.18	10,863.11	11,784.04	8,937.00	1,913.13		73,047.04
November			14,842.19	19,830.19	17,325.18	10,480.19	8,293.11	1,700.06		72,474.12
December		70.01	8,293.17	10,417.02	7,746.00	7,385.11	4,940.15	1,176.03		40,029.09
1902.										
January			18,669.09	22,781.16	19,744.01	12,391.14	8,817.13	2,381.00		84,785.13
February		108.07	15,852.13	21,830.16	20,930.05	10,275.07	7,970.05	1,219.04		78,186.17
March		498.07	8,426.07	12,342.07	11,302.12	6,037.09	3,947.04	78.13	19.07	42,652.06
April	431.17	727.03	18,818.05	26,869.00	27,091.09	15,953.01	11,531.10	1,376.06		102,796.11
May	140.15	1,171.04	6,132.18	8,814.10	8,848.00	4,907.15	3,800.01	998.05		34,813.08
June										
July			Strike period.			146.09	73.10			219.19
August						97.01	533.18	115.04	57.06	803.09
September										
October	127.13	79.14	949.13	1,301.18	1,339.11	716.09	1,526.02	472.02	259.12	6,772.19
November	237.10	845.10	17,640.10	24,046.19	24,897.15	12,883.16	10,516.05	2,152.18	302.12	93,526.15
December			18,926.02	26,485.07	25,479.08	12,988.02	10,755.17	1,843.07		96,478.03

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 49.—*Lehigh and Wilkes-Barre Coal Company—Statement showing long tons of anthracite coal purchased under the so-called 65 per cent contracts, by months, from November 1, 1900, to May 1, 1908* [a]—Continued.

Month.	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
1903.										
January		727.02	3,659.19	4,134.08	4,270.13	4,536.03	3,122.12	1,736.19	119.15	22,307.11
February		459.00	15,385.10	18,826.10	21,904.06	10,664.15	7,177.03	2,344.12	93.04	76,855.00
March			20,841.05	27,856.10	30,792.07	18,962.00	12,184.14	4,415.13		115,032.09
April		500.00	21,949.00	29,340.05	29,309.00	16,249.10	11,185.06	3,903.19	546.14	112,984.00
May		519.04	15,708.19	23,634.14	23,535.14	15,068.05	10,422.09	4,847.09	393.18	94,130.12
June		329.12	17,637.10	26,310.07	25,192.08	16,245.18	12,110.17	7,025.16	632.14	105,485.02
July		347.01	16,216.05	24,576.06	23,665.06	14,474.08	11,017.15	6,203.11	612.13	97,053.05
August		473.11	10,986.00	22,166.06	19,994.10	11,713.19	8,154.05	3,682.02	330.07	77,501.00
September		479.15	11,489.05	22,253.12	18,659.17	11,674.05	7,842.01	1,433.03	420.09	74,252.06
October		80.11	13,215.18	24,519.07	22,306.04	13,695.11	7,950.12	2,122.07		83,893.10
November			8,989.18	17,944.09	17,543.14	9,727.19	5,650.04	1,939.19		61,796.03
December		295.14	11,915.12	18,591.04	17,746.13	10,944.04	5,769.18	2,530.02		67,763.07
1904.										
January		339.18	9,050.18	22,480.02	20,492.10	13,632.15	7,185.04	2,415.11	107.17	75,704.16
February		167.09	14,023.18	21,355.14	18,303.10	13,183.06	6,842.00	4,382.18	230.05	79,149.00
March		225.15	11,641.03	19,299.03	15,892.16	13,125.03	8,082.19	5,843.16	373.13	74,484.08
April		172.15	18,928.11	23,259.08	20,434.14	16,420.05	8,867.16	5,051.01	445.05	93,579.15
May		352.04	16,121.04	25,452.17	22,065.16	18,680.01	9,446.05	4,273.02	580.05	96,971.14
June		184.17	18,619.13	29,112.06	25,285.08	20,014.06	10,462.09	4,212.06	158.00	108,029.05
July		184.12	14,459.19	21,382.16	17,444.10	14,247.07	7,591.10	1,529.00	106.06	77,016.00
August		350.12	11,944.05	18,434.09	16,994.13	12,433.14	6,912.03	1,252.18	59.16	68,382.10
September		286.04	9,875.02	20,563.06	17,846.13	13,315.00	7,531.12	1,863.19		71,281.16
October		242.07	13,506.00	19,131.10	17,713.09	12,793.07	8,276.12	1,693.05		73,356.10
November		170.08	12,942.13	20,792.03	19,023.13	14,075.14	8,433.00	1,210.07	34.16	76,682.14
December		192.15	14,565.13	22,758.08	20,643.13	14,391.14	9,094.19	1,807.07	35.14	83,490.03
1905.										
January		127.05	13,084.17	21,670.01	20,310.15	13,976.00	9,373.19	2,407.03	108.04	81,038.04
February		157.11	12,643.02	20,983.10	19,215.00	12,773.13	8,942.14	1,863.08	20.00	76,598.18
March		290.14	14,482.10	25,679.04	23,781.03	16,133.11	12,023.09	2,567.04		94,957.15
April		106.06	14,521.12	24,940.11	22,629.15	15,149.01	11,284.06	3,822.05		92,452.16
May		42.06	16,085.03	26,728.15	24,431.04	16,912.19	13,318.03	4,611.03		102,129.13
June		78.14	15,922.06	21,944.14	19,045.13	16,102.11	12,808.12	3,216.10		89,119.00
July		120.06	13,394.11	22,031.06	21,443.16	13,473.13	11,191.11	2,536.16	19.17	84,211.10
August		72.11	14,625.09	26,611.17	26,380.14	17,793.14	15,540.11	3,119.08		104,144.04
September		125.02	16,860.01	25,370.08	22,837.07	16,930.07	14,521.00	2,415.13		99,059.18
October		134.09	15,393.01	22,544.03	21,755.07	14,198.08	12,912.14	2,520.05	39.01	89,497.08
November		54.12	14,874.09	21,066.18	20,253.19	13,807.04	12,364.03	1,654.13	19.06	86,095.04
December			13,976.13	20,502.03	18,759.06	12,378.15	11,224.18	1,454.18		178,596.13

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1906.										
January			13,038.01	19,767.02	19,074.05	12,172.08	12,350.05	2,127.04		78,529.05
February			13,369.08	19,445.14	17,071.00	11,283.02	10,429.04	1,051.13		72,650.01
March			16,026.07	23,287.06	21,776.12	13,426.00	13,292.05	416.12		88,225.02
April										
May			6,801.00	10,564.04	10,062.11	6,634.17	5,633.06	1,184.19		40,880.17
June			14,622.10	22,374.17	21,121.10	13,782.00	14,059.01	3,491.06		89,451.04
July			13,583.15	16,701.13	15,964.19	11,032.04	10,954.13	2,637.16		70,875.00
August			13,774.16	18,228.02	18,571.13	11,725.11	12,155.14	3,672.04		78,128.00
September			10,589.09	14,319.16	15,082.07	9,022.06	9,204.02	2,942.16		61,160.16
October			15,973.06	16,243.17	16,466.10	10,908.01	10,055.08	2,843.08		71,590.10
November			14,553.08	20,479.16	23,066.01	12,503.17	13,279.10	2,515.09		86,498.01
December			18,076.00	16,599.07	18,251.08	9,475.02	10,495.02	1,289.08	152.15	74,339.02
1907.										
January			15,812.19	17,450.13	18,071.11	10,312.10	13,123.18	2,349.07	2,312.05	79,443.03
February			15,149.00	16,225.12	17,672.15	10,538.00	11,475.11	2,286.10	3,443.00	76,790.14
March			13,159.06	15,142.03	14,070.17	9,834.12	10,759.03	2,498.02	2,053.09	67,517.18
April			19,703.16	19,591.05	23,676.14	11,153.04	11,547.09	1,932.08	1,420.10	89,005.06
May			17,763.02	18,913.00	20,306.15	11,581.16	11,852.10	2,665.00	1,442.12	84,524.15
June			17,173.15	18,006.11	19,627.19	11,611.05	12,088.12	2,457.17	872.12	81,838.11
July			15,620.19	16,501.00	17,736.01	10,681.07	10,657.00	2,490.04	1,253.07	74,939.18
August			14,553.05	15,100.12	17,525.11	9,946.14	9,864.05	3,014.02	1,219.00	71,223.09
September			13,854.10	15,387.02	17,748.15	10,381.04	10,203.12	2,448.03	1,724.16	71,748.02
October			14,195.17	13,467.10	14,592.19	8,920.12	8,345.10	2,315.06	1,356.18	63,194.12
November			19,097.16	18,359.02	21,403.14	13,260.17	13,026.01	2,683.12	2,572.04	90,403.06
December			17,774.12	18,604.18	19,921.13	13,554.13	12,770.06	2,371.07	2,973.00	87,970.09
1908.										
January			19,427.17	18,464.16	21,710.13	13,590.12	14,841.	2,710.08	416.08	91,162.03
February			13,052.12	14,613.01	14,114.06	8,528.02	8,656.0	1,979.02		60,943.04
March			11,971.07	11,229.09	12,718.02	8,362.09	7,612.16	1,868.10		53,762.13
April			19,543.02	18,916.09	21,703.04	13,689.15	15,775.15	3,054.05		92,682.10

a Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 50.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing total tonnage (long tons) of anthracite coal purchased under the so-called 65 per cent contracts, by months during the calendar year 1907, which was shipped to New York harbor points to be put on vessel there. [a]

Month.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
January	6,377.15	9,682.15	10,617.06	3,012.10	1,228.07			30,868.13
February	10,418.08	8,981.06	9,536.11	3,929.17	530.01			33,294.03
March	10,554.17	10,604.11	7,327.04	3,474.09	1,093.07			33,054.08
April	10,460.07	11,009.13	11,127.19	4,200.05	1,073.15			37,871.19
May	12,239.09	11,987.06	12,419.18	2,972.03	932.05			40,569.01
June	12,747.01	11,215.03	11,559.09	2,837.05	692.12			39,051.10
July	8,829.06	6,472.05	3,897.14	3,745.13	533.18			23,478.16
August	6,994.10	5,721.10	3,746.04	2,875.08	1,762.17		150.13	21,251.02
September	9,792.13	6,588.13	5,220.08	3,705.10	1,144.14		301.02	26,750.00
October	9,056.00	4,052.14	5,236.18	2,656.03	38.03			21,039.18
November	10,146.09	9,331.06	10,519.05	4,818.05	375.07		1,432.03	36,622.15
December	6,780.08	9,135.03	9,981.03	3,519.03	555.05		804.17	30,775.19
Total	114,397.03	104,762.05	101,189.19	41,646.11	9,964.11		2,688.15	374,649.04

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

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GOVERNMENT EXHIBIT No. 51.

LEHIGH AND WILKES-BARRE COAL COMPANY.

Statement showing total long tons, by sizes, of anthracite coal shipped to New York Harbor, to be put on board vessel, by months, from November 1, 1900, to May 1, 1908, including coal mined, purchased, or otherwise acquired.[a]

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No. 1.	Buckwheat No. 2.	Buckwheat No. 3.	Screenings.	Total.
1900												
November		466.10	29,983.13	27,422.16	38,883.09	25,699.16	12,782.04		851.00			136,099.08
December		464.18	27,836.15	35,905.06	39,917.08	29,710.04	16,186.05		1,645.04			151,666.00
1901												
January		216.06	24,314.05	33,696.03	35,866.18	28,666.15	15,890.09					138,650.16
February		242.11	16,189.04	20,326.05	33,955.17	8,464.15	11,638.07		284.01			91,301.30
March		478.12	18,535.09	28,893.06	52,799.13	7,381.16	13,947.15					122,036.11
April			32,953.01	21,853.01	24,151.00	17,446.07	11,247.04					107,650.13
May	316.05		28,963.15	38,771.03	34,126.13	12,986.07	13,677.16				318.10	129,160.09
June		293.11	36,511.15	44,660.06	48,145.17	18,218.19	32,504.00	209.02	302.05		427.07	181,273.02
July		503.15	7,038.09	42,353.05	34,125.02	15,783.11	16,953.18	144.05			373.18	117,276.03
August			25,672.08	45,903.19	52,066.06	14,383.16	39,010.12	233.04			941.00	178,211.05
September		250.10	20,140.17	41,716.01	40,531.03	15,464.13	37,054.00	218.10	316.04	716.06		156,408.07
October			36,930.09	35,783.00	49,871.08	17,974.11	35,576.04			549.13		176,685.05
November		800.07	36,690.11	46,699.08	49,491.12	25,514.02	19,795.18	730.16	58.10	1,540.03	418.12	181,739.19
December		103.12	13,911.00	26,898.03	30,257.07	14,053.00	15,959.08		74.19		99.06	101,356.15
1902												
January		465.04	31,977.15	34,491.02	39,693.09	26,492.09	4,846.02	353.07	97.12		498.09	138,915.09
February		266.00	17,572.06	24,032.13	38,575.09	13,778.16	7,072.08				973.01	102,270.04
March	1,485.11	381.09	12,405.06	14,976.02	23,588.00	15,147.01	10,880.19				163.05	79,027.13
April		582.18	33,521.11	46,151.06	45,749.13	32,953.06	32,119.08				84.07	191,162.11
May			4,968.13	11,171.14	13,583.00	14,296.00	275.06					44,294.13
June	Strike period.											
July						5,768.03						5,768.03
August												
September												
October			4,451.02	2,354.07	2,401.03	2,901.12	946.16					13,055.00
November		253.08	35,094.01	30,670.18	30,725.19	34,324.09	18,598.13		21.06			149,688.14
December		595.05	27,052.16	36,240.01	33,837.03	35,453.18	18,295.07		517.05			151,991.15

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 51.—*Lehigh and Wilkes-Barre Coal Company—Statement showing total long tons, by sizes, of anthracite coal shipped to New York Harbor, to be put on board vessel, by months, from November 1, 1900, to May 1, 1908, including coal mined, purchased, or otherwise acquired* [a]—Continued.

Month.	Lump.	Steamer.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat No 1.	Buckwheat No. 2.	Buckwheat No. 3.	Screenings.	Total.
1903.												
January		291.04	27,417.11	29,801.04	25,811.08	27,767.19	18,871.07					129,960.13
February			24,535.17	35,467.01	35,192.01	25,011.14	16,555.14			292.08		137,054.15
March		385.03	36,582.06	20,754.06	46,581.00	17,199.06	17,070.07			677.16		139,250.04
April		253.17	27,078.19	44,003.18	43,223.19	34,619.02	26,591.13			498.17		176,270.05
May			28,365.09	42,364.03	40,001.11	40,163.07	27,335.17					178,230.07
June			31,370.15	48,012.02	53,655.05	42,162.08	34,760.01	1,029.06			217.02	211,206.19
July			31,334.17	53,839.00	52,697.05	31,739.03	35,569.12	30.05			193.17	205,403.19
August			30,684.10	43,116.13	63,324.08	14,471.01	40,592.19	21.08	30.12			192,241.11
September			20,268.09	31,938.10	46,324.11	12,881.16	29,261.04					140,674.10
October			28,023.04	21,740.18	31,772.01	19,250.00	27,257.13	1,256.00			85.03	129,384.19
November			28,495.19	28,152.19	45,985.15	19,419.07	10,514.06	259.08			40.07	132,868.01
December			21,005.02	39,658.12	45,203.03	22,547.12	10,656.05	122.03			90.00	139,282.17
1904.												
January			17,650.10	21,671.10	35,224.17	24,877.03	11,013.18	339.10				110,777.08
February			14,804.11	38,305.09	31,533.06	24,882.09	13,989.17	344.06	1.19			123,861.17
March			14,626.17	34,827.08	42,513.07	31,727.13	29,541.12	238.16				153,475.13
April			24,223.07	65,348.08	39,412.09	32,283.19	28,130.04	2,159.15				191,558.02
May			33,850.13	35,452.12	42,628.03	46,144.19	32,772.11	1,695.17			345.03	192,889.18
June			33,329.10	52,436.03	55,996.03	31,092.10	37,021.13	961.17			44.00	210,881.16
July			23,570.18	43,140.16	49,639.17	18,137.02	28,587.19	458.10			185.14	163,720.16
August			19,119.09	35,714.02	55,952.14	6,235.19	19,329.12	1,578.11				137,930.07
September			22,728.07	22,725.11	47,678.08	11,107.07	24,218.12	3,048.00				131,506.05
October			25,934.11	42,096.09	38,051.05	24,010.11	17,602.00	1,663.06				149,358.02
November			22,477.11	25,538.11	27,917.13	29,959.10	20,286.18	5,124.10				131,304.13
December	198.06		37,282.03	35,817.09	36,017.13	33,592.16	16,100.02	3,030.00				162,238.09

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1905.												
January			23,353.08	22,177.03	32,893.15	26,770.05	12,737.13	927.18	1,132.06			119,992.08
February			24,739.08	31,400.06	34,940.15	33,550.16	21,460.08	2,430.18				148,522.11
March			21,343.11	38,158.19	70,590.04	47,993.04	27,652.02	1,962.08				207,700.08
April			20,451.17	43,520.17	41,772.13	27,586.04	22,029.06	2,395.19		1,027.13		158,784.09
May			28,906.18	56,641.12	56,459.16	36,009.11	37,160.04	2,722.02		301.00	576.17	218,838.00
June			20,664.12	46,857.14	59,378.17	16,827.18	35,680.18	2,852.11	.02			182,262.12
July			3,235.13	37,809.18	68,263.05	9,851.15	22,649.16	2,124.12				143,934.19
August			18,134.04	31,639.02	36,252.10	11,096.04	31,816.09	3,792.08	621.06			133,352.03
September			34,670.09	31,314.08	20,092.14	23,098.04	33,940.16	6,177.08				149,293.19
October			36,746.11	21,970.08	46,234.10	32,209.01	33,943.10	3,720.02			416.00	175,240.02
November			22,230.01	43,468.13	43,754.19	32,596.03	17,888.05	3,440.04	2.17			163,381.02
December			17,287.03	23,900.14	39,943.11	32,788.18	12,804.14	2,839.09				129,564.09
1906.												
January			32,631.04	24,398.16	32,048.16	28,677.12	16,334.05	2,048.03				136,138.16
February			27,544.12	31,515.05	29,930.18	15,608.06	7,789.06	6,741.11				119,129.18
March			22,853.12	35,814.02	45,780.18	24,447.05	751.08	1,064.01				130,711.06
April				3,909.08	8,049.10	9,807.01						21,765.19
May			16,173.15	32,424.09	41,753.14	25,641.11	1,751.05	1,990.14			373.12	272,586.05
June		260.06	20,320.18	67,590.19	67,487.08	41,761.17	29,242.14	1,850.04			1,301.02	229,815.08
July			22,163.04	49,372.07	47,668.06	7,387.08	24,774.06	1,922.09			653.03	153,941.03
August			15,446.04	49,062.12	43,361.02	11,293.19	23,666.17	3,118.01	307.02		217.15	146,473.12
September			18,372.04	38,327.07	34,111.19	17,465.15	14,204.05	3,540.08	356.03			126,378.01
October			32,060.07	20,585.12	39,017.07	35,293.14	16,596.05	4,127.09		494.00	44.15	148,219.09
November		392.07	27,140.15	43,694.03	50,756.04	40,671.08	17,778.09	4,346.05	196.12		195.07	185,171.10
December			24,363.15	39,483.02	42,415.03	30,935.07	15,382.16	979.17			181.13	153,741.13
1907.												
January			36,576.09	26,526.09	45,472.06	32,923.09	11,783.02	2,613.08			76.00	155,971.03
February			19,948.06	37,996.07	40,859.03	33,240.11	13,207.10	1,464.02	5,610.11			152,326.10
March			29,667.12	37,987.15	52,804.18	38,687.08	14,547.01	2,229.16	109.08			176,033.18
April			24,037.04	37,926.18	60,573.13	40,020.17	18,543.03	3,586.01				184,687.16
May			20,398.12	57,389.03	62,123.18	44,967.02	17,807.00	2,072.00				204,757.15
June			25,334.08	52,068.01	59,991.13	41,665.08	13,628.12	1,688.16				194,376.18
July			30,945.11	36,666.14	35,929.07	14,849.10	16,143.05	2,282.06				136,816.13
August			14,530.17	30,791.00	46,586.13	14,990.12	18,591.19	2,641.00		653.01		128,785.02
September			27,639.12	38,253.15	43,613.18	24,782.03	18,096.02	1,653.19		727.08		154,766.17
October			18,783.08	36,432.00	61,198.01	38,425.06	15,249.11	647.12			494.00	171,229.18
November			34,954.07	37,277.17	65,373.18	51,327.15	13,747.07	2,637.06		3,278.05	494.00	209,090.15
December			20,452.00	38,172.13	62,229.01	42,118.02	14,252.10	2,977.13	1,181.07	1,074.06	1,403.15	183,861.07
1908.												
January			29,023.03	40,706.11	59,545.16	44,651.06	15,897.14	2,500.10	2,862.05		2,079.10	197,266.15
February			16,840.14	33,075.02	50,817.10	28,295.16	11,063.10	2,777.14	928.07		1,593.15	145,392.08
March			24,264.18	37,300.13	44,225.01	23,276.12	9,953.01	1,119.13			934.05	141,074.03
April			22,972.03	64,074.01	49,382.01	48,986.00	24,865.05	12,261.06	202.19	921.13	35.10	223,700.18

[a] Figures to right of decimal points are hundredweights, not hundreths of tons.

GOVERNMENT EXHIBIT No. 52.

LEHIGH VALLEY RAILROAD COMPANY.

Amount of capital stock outstanding on June 29, 1907.

Common stock	$40,334,800
Preferred stock	106,300
Total	40,441,100

Of this the following corporations held the amounts set opposite their names, as registered on the stock books of the Lehigh Valley Railroad Company, June 29, 1907:

Name of stockholder.	Amount held (common stock).
Central R. R. Co. of New Jersey	$1,600,000
Delaware, Lackawanna and Western R. R. Co	1,850,000
Erie R. R. Co	1,850,000
Reading Co	1,000,000
Lake Shore and Michigan Southern Ry. Co	5,700,000
Total	12,000,000

Amount of capital stock outstanding October 1, 1908.

Common stock	$40,334,800
Preferred stock	106,300
Total	40,441,100

Of this the following corporations hold the amounts set opposite their names, as registered on the stock books of the Lehigh Valley Railroad Company, October 1, 1908:

Name of stockholder.	Amount held (common stock).
Central R. R. Co. of New Jersey	$1,600,000
Delaware, Lackawanna and Western R. R. Co	1,850,000
Reading Co	1,000,000
Lake Shore and Michigan Southern Ry. Co	3,200,000
Total	7,650,000

GOVERNMENT EXHIBIT No. 53.

LEHIGH VALLEY RAILROAD COMPANY.

List of officers and directors of the Lehigh Valley Railroad Company as of June 30, 1907.

OFFICERS.

E. B. THOMAS.....President.
J. A. MIDDLETON.....First Vice-President.
T. N. JARVIS.....Second Vice-President.
E. A. ALBRIGHT.....Assistant to the President.
D. G. BAIRD.....Secretary.
W. C. ALDERSON.....Treasurer.
G. N. WILSON.....General Auditor.

DIRECTORS.

George F. Baer.
George F. Baker.
Robert C. Lippincott.
George H. McFadden.
Abram Nesbitt.
Edward B. Smith.
Irving A. Stearns.
Charles Steele.
Edward T. Stotesbury.
H. McK. Twombly.
Joseph Wharton.
Simon P. Wolverton.

List of officers and directors of the Lehigh Valley Railroad Company as of October 1, 1908.

OFFICERS.

E. B. THOMAS.....President.
J. A. MIDDLETON.....First Vice-President.
T. N. JARVIS.....Second Vice-President.
L. D. SMITH.....Assistant to the President.
W. C. ALDERSON.....Treasurer.
J. M. BAXTER.....Assistant treasurer.
D. G. BAIRD.....Secretary.
E. A. ALBRIGHT.....Assistant secretary.
J. WM. ROBBINS.....Assistant secretary.

DIRECTORS.

George F. Baer.
George F. Baker.
Alfred C. Harrison.
Robert C. Lippincott.
George H. McFadden.
Abram Nesbitt.
Edward B. Smith.
Irving A. Stearns.
Charles Steele.
Edward T. Stotesbury.
H. McK. Twombly.
Simon P. Wolverton.

GOVERNMENT EXHIBIT No. 54.

LEHIGH VALLEY RAILROAD COMPANY.

Statement showing total amount of anthracite coal transported for all shippers to New York Harbor points f. o. b. for fiscal years 1900 to 1907.

	Long tons.
1900	1,963,359
1901	2,087,144
1902	1,224,283
1903	2,082,262
1904	1,951,044
1905	1,869,590
1906	2,245,011
1907	2,412,018
Total	15,834,711

GOVERNMENT EXHIBIT No. 55.

LEHIGH VALLEY RAILROAD COMPANY.

Statement taken from records of Lehigh Valley Railroad Company, showing its total freight tonnage for fiscal year 1907, the portion of it consisting of anthracite coal, and its total gross earnings from freight traffic in fiscal year 1907, and the amount thereof that came from the transportation of anthracite coal.

Total tonnage (tons of 2,000 lbs.)	27,377,356
Total anthracite tonnage (tons of 2,000 lbs.)	11,855,607
Total revenue	$30,134,476.05
Total anthracite revenue	$14,018,824.13

GOVERNMENT EXHIBIT No. 56.

LEHIGH VALLEY RAILROAD COMPANY.

Statement showing name of each producer of anthracite coal whose collieries are located upon lines operated or controlled by this company, or near enough thereto to be served by them in the normal course of business.

Names of producers.	Names of collieries.
Lehigh Valley Coal Co.	William A. Seneca. Lawrence Washery. Heidelberg. Exeter. Westmoreland. Maltby. Henry Washery. Prospect. Prospect Washery. Dorrance. Mineral Spring. Franklin. Hazleton No. 1. Hazleton shaft. Spring Brook. Primrose. Packer No. 4. Centralia. Sayre.
Coxe Bros. & Co., Incorporated	Blackwood. Drifton. Eckley. Beaver Meadow. Deringer. Oneida.
Temple Iron Co.	Harry E. Forty Fort. Mt. Lookout.
G. B. Markle & Co.	Highland No. 2. Highland No. 5. Jeddo No. 4.
Mill Creek Coal Co.	Vulcan. Buck Mountain. Middle Lehigh.
Austin Coal Co.	Austin.
Avoca Coal Co.	No breaker.
Plymouth Coal Co.	Black Diamond.
East Boston Coal Co.	East Boston.
Wilkes-Barre and Scranton Coal and Iron Co.	Hillman Vein.
Raub Coal Co.	Louise.
Miners Mills Coal Co.	Miners Mills.
Reliance Coal Co.	Reliance.
Elliott, McClure & Co.	Sibley.
Stevens Coal Co.	Stevens.
Troy Coal Co.	Troy.
C. M. Dodson & Co. Dodson Coal Co.	Beaver Brook.
Estate A. S. Van Wickle.	Coleraine.
Stauffer & Rowe.	Rowe.
Evans Coal Mining Co.	Evans.
C. Pardee & Co.	Harwood.
A. Pardee & Co.	Cranberry.
Black Creek Coal Co.	Harleigh.
J. S. Wentz & Co.	Hazle Brook.
Hazle Mountain Coal Co.	Hazle Mountain.
Pardee Bros. & Co.	Lattimer Nos. 3 and 4.
Pond Creek Coal Co.	Pond Creek.
White & White.	Abandoned; no breaker.
Price & Glenn Coal Co.	High Point.
Midvalley Coal Co.	Midvalley
Lentz & Co.	Park.

The following-named producers of semi-anthracite coal (Bernice region) have collieries located upon lines operated or controlled by the Lehigh Valley Railroad Company, or near enough thereto to be served by them in the normal course of business: Connell Anthracite Mining Company, Northern Anthracite Coal Company, O'Boyle & Foy Coal Company, Randall & Schadd Coal Company.

GOVERNMENT EXHIBIT No. 57.

Statement of stock ownership by Lehigh Valley Railroad Company in sundry coal companies, showing amount of capital stock outstanding and amount owned by Lehigh Valley Railroad Company, with dates of acquisition of said stock by that company.

Name of company.	Capital stock outstanding.	Portion owned by Lehigh Valley R. R. Co.	Dates of acquisition of stock by Lehigh Valley R. R. Co.
The Lehigh Valley Coal Co.	$1,965,000	$1,965,000	November 13, 1875. September 2, 1904. September 25, 1905. February 19, 1908.
Coxe Bros. & Co. (Incorporated)	2,910,150	2,910,150	November 1, 1905.
New York and Middle Coal Field R. R. and Coal Co.	1,500,000	1,216,325	From 1868 to present time, principally in 1868, 1871, and 1872.
The Locust Mountain Coal and Iron Co.	550,000	330,000	From September 28, 1868, to present time, principally in 1868 and 1869. Control acquired in 1899.
Wyoming Valley Coal Co.	1,300,000	a None.	

a Lehigh Valley R. R. Co. owned all the stock of the Wyoming Valley Coal Company until March 1, 1908, when it transferred the same to the Lehigh Valley Coal Company.

GOVERNMENT EXHIBIT No. 58.

The Lehigh Valley Coal Company, October 1, 1908.

OFFICERS.

President	E. B. Thomas.
First vice-president	William H. Sayre.
Second vice-president	J. A. Middleton.
Assistant to the president	L. D. Smith.
Treasurer	W. C. Alderson.
Assistant treasurer	J. M. Baxter.
Secretary	D. G. Baird.
Assistant secretary	E. A. Albright.
Assistant secretary	J. Wm. Robbins.

DIRECTORS.

George F. Baker.	William H. Sayre.	L. D. Smith.
J. A. Middleton.	Edward T. Stotesbury.	S. D. Warriner.

Coxe Brothers & Company (Incorporated), October 1, 1908.

OFFICERS.

President	E. B. Thomas.
Vice-president	J. A. Middleton.
Treasurer	W. C. Alderson.
Assistant treasurer	J. M. Baxter.
Secretary	D. G. Baird.
Assistant secretary	E. A. Albright.
Assistant secretary	J. Wm. Robbins.

DIRECTORS.

E. B. Thomas.	E. T. Stotesbury.	J. F. Schaperkotter.
J. A. Middleton.	W. H. Sayre.	

The Locust Mountain Coal and Iron Company, October 1, 1908.

OFFICERS.

President	E. B. Thomas.
Vice-president	J. A. Middleton.
Treasurer	W. C. Alderson.
Assistant treasurer	J. M. Baxter.
Secretary	D. G. Baird.
Assistant secretary	E. A. Albright.
Assistant secretary	J. Wm. Robbins.

DIRECTORS.

E. B. Thomas.	J. A. Middleton.	E. A. Albright.	W. C. Alderson.
E. T. Stotesbury.	J. F. Schaperkotter.	L. D. Smith.	

New York and Middle Coal Field Railroad and Coal Company, October 1, 1908.

OFFICERS.

President	E. B. Thomas.
Vice-president	J. A. Middleton.
Treasurer	W. C. Alderson.
Secretary	D. G. Baird.
Assistant treasurer	J. M. Baxter.
Assistant secretary	E. A. Albright.
Assistant secretary	J. Wm. Robbins.

DIRECTORS.

E. B. Thomas.	E. T. Stotesbury.	G. N. Wilson.
J. A. Middleton.	L. D. Smith.	

Wyoming Valley Coal Company, October 1, 1908,

OFFICERS.

President	S. D. Warriner.
Vice-president	J. A. Middleton.
Treasurer	W. C. Alderson.
Assistant treasurer	J. M. Baxter.
Secretary	D. G. Baird.
Assistant secretary	E. A. Albright.
Assistant secretary	J. Wm. Robbins.

DIRECTORS.

E. T. Stotesbury.	L. D. Smith.	J. F. Schaperkotter.	D. G. Baird.
J. A. Middleton.	S. D. Warriner.	W. C. Alderson.	

GOVERNMENT EXHIBIT No. 59.

LEHIGH VALLEY COAL COMPANY; COXE BROS. & CO. (INCORPORATED); NEW YORK AND MIDDLE COAL FIELD R. R. AND COAL COMPANY; LOCUST MOUNTAIN COAL AND IRON COMPANY.

Total number of acres of land in the anthracite-producing area of Pennsylvania held in fee or by lease by the companies named, and number of acres so held which are leased to others.

Name of company.	Held in fee.	Held by lease.	Leased to others—total.	Leased to affiliated companies.	Leased to foreign companies.	County in which located.
Lehigh Valley Coal Co.	475.9	152.8	69.1	.....	69.1	Lackawanna.
	5,569.4	8,248.4	2,783.5	.....	2,783.5	Luzerne.
	1,065.0	230.5	649.4	649.4	.....	Carbon.
	911.0	3,230.8	155.0	.....	155.0	Columbia.
	3,196.9	1,159.0	1,519.5	.....	1,519.5	Northumberland.
	8,664.7	4,143.2	2,758.6	.....	2,758.6	Schuylkill.
	19,882.9	17,164.7	7,935.1	649.4	7,285.7	
Coxe Bros. & Co. (Incorporated).	189.4	3,313.2	.....	.....	.....	Luzerne.
	.....	908.8	.....	.....	.....	Carbon.
	.....	16.1	.....	.....	.....	Columbia.
	.....	794.2	.....	.....	.....	Schuylkill.
	189.4	5,122.3	.....	.....	.....	
N. Y. and M. C. F. R. R. and C. Co.	902.0	.....	902.0	.....	902.0	Columbia.
	309.0	.....	309.0	224.7	84.3	
	1,211.0	.....	1,211.0	224.7	986.3	
Locust Mountain Coal and Iron Co.	2,856.8	.....	2,856.8	2,856.8	.....	Columbia.
	682.0	.....	682.0	682.0	.....	Northumberland.
	81.2	.....	81.2	81.2	.....	Schuylkill.
	3,620.0	.....	3,620.0	3,620.0	.....	

Portion of aforesaid lands of Lehigh Valley Coal Company, New York and Middle Coal Field R. R. and Coal Company, and Locust Mountain Coal and Iron Company acquired subsequently to January 1, 1874.

Name of company.	Acquired in fee.	Acquired by lease.	Total.	County in which located.
	Acres.	*Acres.*	*Acres.*	
Lehigh Valley Coal Co.	314.0	152.8	466.8	Lackawanna.
	[a] 2,756.2	[b] 6,931.5	9,687.7	Luzerne.
	1,065.0	230.5	1,295.5	Carbon.
	911.0	3,230.8	4,141.8	Columbia.
	220.0	1,159.0	1,379.0	Northumberland.
	8,664.7	4,143.2	12,807.9	Schuylkill.
	13,930.9	15,847.8	29,778.7	
N. Y. and M. C. F. R. R. and C. Co	None.	None.		
Locust Mountain Coal and Iron Co.	None.	None.		

[a] 283.5 acres of this was acquired by Wyoming Valley Coal Company, the entire capital stock of which is now owned by Lehigh Valley Coal Company.

[b] 1,373.8 acres of this was acquired by Wyoming Valley Coal Company, the entire capital stock of which is now owned by Lehigh Valley Coal Company.

GOVERNMENT EXHIBIT No. 60.

LEHIGH VALLEY COAL COMPANY.

Acreage in anthracite-producing area of Pennsylvania acquired by Lehigh Valley Coal Company since January 1, 1896.

Transferor or lessor.	Acquired in fee.	Acquired by lease.	County in which located.	Date acquired.
	Acres.	*Acres.*		
Blackman		0.4	Luzerne	Aug. 10, 1905
Sperling		5.2	do	June 1, 1907
Pennsylvania Coal Co		349.5	do	June 6, 1905
J. H. Reynolds		7.0	do	Mar. 1, 1906
Marg. Ferguson		2.4	do	July 22, 1901
Polen		0.6	do	May 3, 1899
Val. Sturmer		1.9	do	July 1, 1901
Delaware, Lackawanna and Western R. R		79.0	do	Feb. 7, 1901
J. W. Shoemaker		1.4	do	July 24, 1903
S. & G. Shoemaker		4.6	do	June 12, 1903
Forty Fort Cem. Assn		6.7	do	Dec. 12, 1905
P. and N. Y. C. and R. R. Co		2.2	do	Dec. 12, 1907
John Mitchell (Henry)	[a] 33.2		do	Sept. 29, 1903
Wilcox & Stark	[a] 10.9		do	Dec. 9, 1904
Miner & Thomas	[a] 66.0		do	Sept. 24, 1903
Mary Derr		1.8	do	Dec. 28, 1903
Wilkes-Barre Gas Co		4.5	do	Dec. 15, 1904
P. and N. Y. C. and R. R. Co		14.0	do	Dec. 12, 1907
East Sugar Loaf Co		329.0	do	Jan. 1, 1903
Lawrence Myers estate	32.9		do	June 18, 1903
Walker & Merriman		100.0	do	Apr. 6, 1903
Girard estate		220.8	Columbia	Jan. 17, 1899
N. Y. and M. C. F. R. R. and C. Co		258.0	Northumberland	Sept. 24, 1907
Girard estate		100.0	Schuylkill	Jan. 17, 1899
John Otto	27.2		do	Nov. —, 1905
Connell Coal Co	86.1	215.8	Lackawanna	[b] July 1, 1905
Do	46.4	96.3	Luzerne	Do.
Seneca Coal Co	194.6	942.7	do	Do.
Do		171.0	Northumberland	Do.
Warrior Run Mining Co		191.6	Luzerne	Do.
Wyoming Coal and Land Co	134.5		do	Do.
Mineral Spring Coal Co		[c] 601.5	do	[b] July —, 1904
Righter Coal Co		[d] 108.3	Columbia	[b] July 1, 1905
Do		[d] 91.7	Northumberland	Do.
Hazleton Coal Co. (formerly the Westwood Coal Co.)	1,266.8		Luzerne	Do.
	649.4		Carbon	Do.
	911.0		Columbia	Do.
	220.0		Northumberland	Do.
	633.6		Schuylkill	Do.
Delano Land Co	[e] 2,640.6			
Wyoming Valley Coal Co	283.5	1,373.8	Luzerne	[f] Mar. 1, 1908
Total	7,236.7	5,281.7		

[a] Previously held by lease.
[b] On this date the company from which acquired was dissolved and its property transferred to Lehigh Valley Coal Co.
[c] Previously leased from Mineral Spring Coal Co.
[d] Fee interest acquired also through Hazleton Coal Company and included in acquisitions from that company, and hence to be deducted from the acreage acquired by lease, making that stand at 5,081.7 acres.
[e] 236 acres previously held by lease.
[f] Entire capital stock of Wyoming Valley Coal Co. was acquired on this date, and while its corporate organization has been preserved, its operations and accounts have been merged with those of the Lehigh Valley Coal Co.

GOVERNMENT EXHIBIT No. 61.

LEHIGH VALLEY COAL COMPANY.

List of anthracite coal producers from whom the Lehigh Valley Coal Company purchases coal under the so-called 65 per cent contracts.

A. Pardee & Co.
Midvalley Coal Company.
Lentz & Co.
Austin Coal Company.
Temple Iron Company.
Coxe Bros. & Co. (Incorporated).[a]
Evans Colliery Company.
W. H. McCauley.
Pardee Bros. & Co. (Incorporated).
Harwood Coal Company.
Raub Coal Company.

The tonnage of anthracite coal purchased during fiscal year 1907 by the Lehigh Valley Coal Company from producers with whom no 65 per cent contract had been executed was as follows: Mill Creek Coal Company, 2,750 long tons.

[a] From April 1, 1906.

GOVERNMENT EXHIBIT No. 62.

THE LEHIGH VALLEY COAL COMPANY.

Long tons of anthracite coal purchased under 65 per cent contracts from November 1, 1900, to December 31, 1907.[a]

Month.	Lump.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1900.										
November	4,360.19	11,914.02	28,449.00	49,150.16	41,674.00	27,287.10	34,671.17	9,387.00	.....	206,985.04
December	2,884.14	11,799.17	30,812.09	51,157.13	43,830.03	25,553.10	30,875.16	9,476.00	.....	206,390.02
1901.										
January	2,292.11	4,222.15	30,310.16	50,988.19	43,873.12	22,370.10	25,492.16	6,243.17	.....	185,795.16
February	1,512.03	4,476.04	22,784.04	42,384.02	34,938.07	18,840.02	20,000.00	2,811.01	.....	147,746.03
March	2,832.19	6,658.03	27,097.17	44,869.06	38,142.06	21,369.06	22,425.07	2,084.17	.....	165,480.01
April	1,246.03	9,740.00	23,320.14	37,498.08	33,313.14	21,142.16	19,428.12	5,119.14	.....	150,810.01
May	3,051.17	8,845.09	25,381.07	40,756.05	37,606.02	28,427.01	24,934.02	10,510.15	152.06	179,665.04
June	2,466.08	14,078.13	24,675.17	40,223.03	38,825.00	26,501.16	25,592.13	8,576.13	.....	180,940.03
July	1,571.02	7,724.07	20,844.03	33,802.15	31,862.01	23,724.03	24,131.05	5,113.18	44.16	148,818.10
August	1,905.18	14,097.19	30,801.14	45,898.16	45,046.04	33,345.13	30,594.17	10,498.09	.....	212,789.10
September	1,603.06	13,823.06	28,724.17	43,652.06	43,209.09	30,570.10	29,652.00	4,782.04	.....	196,017.18
October	1,642.17	11,586.17	35,544.15	56,276.05	53,695.14	35,796.09	36,114.15	8,359.07	28.07	239,045.06
November	1,431.13	5,104.04	27,990.17	45,463.17	41,194.09	27,280.11	30,183.04	7,815.03	324.12	186,788.10
December	1,097.13	4,702.08	22,266.06	36,531.15	33,564.04	20,023.00	21,388.10	4,173.19	42.03	143,789.18
1902.										
January	4,697.13	8,707.13	24,264.05	38,753.05	36,250.10	23,837.14	26,700.18	6,509.09	.....	169,721.07
February	3,468.16	5,333.01	21,999.04	40,049.15	35,183.02	23,921.08	23,308.07	3,518.00	.....	156,781.13
March	4,790.12	6,861.12	17,792.15	32,883.12	30,572.05	19,356.06	21,348.02	3,046.14	54.11	136,706.09
April	2,696.13	11,084.09	27,897.03	51,351.05	47,871.06	30,857.05	34,492.08	6,622.17	16.02	212,889.08
May	1,685.17	3,384.04	8,970.07	15,321.19	14,882.08	10,359.16	10,673.02	1,915.03	19.11	67,212.07
June	.....	237.11	.....	.....	.....	.....	.....	.....	.....	237.11
July	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
October	.....	1,453.16	28.00	356.02	568.16	183.03	590.08	298.04	.....	2,024.13
November	1,449.15	11,690.02	3,946.17	7,159.14	6,617.09	4,282.11	5,979.12	2,797.14	.....	32,237.13
December	676.17	15,925.04	25,433.07	43,767.14	45,651.15	24,891.17	35,061.09	15,370.07	253.12	203,569.18
			30,940.04	49,865.08	53,582.13	25,597.06	34,012.10	14,299.05	101.13	225,000.18

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1903.										
January	1,523.03	37,052.14	39,870.15	59,439.17	65,824.05	30,122.07	38,887.08	19,918.08	135.12	292,774.09
February	978.16	19,566.14	39,903.09	53,267.01	57,138.19	31,893.05	36,310.14	14,339.18	101.00	253,499.16
March	2,624.15	16,944.14	35,846.15	57,525.16	57,988.05	40,633.15	45,915.09	21,086.18	433.07	278,999.14
April	2,279.16	14,631.16	32,393.16	49,798.06	52,074.07	34,335.18	35,549.00	10,780.03	.....	231,843.02
May	2,994.17	12,716.11	30,650.04	43,622.02	46,145.08	33,110.03	37,408.05	10,643.10	297.05	217,588.05
June	5,402.17	12,121.09	30,348.01	47,304.16	49,132.12	36,579.08	40,564.11	15,604.15	291.04	237,349.13
July	3,577.00	14,872.02	32,835.03	49,418.03	51,805.14	36,341.13	40,747.14	17,630.06	1,297.19	248,525.14
August	3,454.04	9,502.02	36,069.13	52,065.01	54,301.16	38,559.15	38,687.05	9,216.09	370.04	242,226.09
September	4,627.02	6,645.17	32,654.08	47,257.07	47,122.09	33,035.04	34,562.05	11,164.09	182.06	217,251.07
October	4,230.09	2,692.00	29,356.03	40,045.18	39,372.07	27,210.11	28,418.13	4,551.00	89.10	175,966.11
November	4,574.13	4,425.12	24,396.13	34,868.14	33,249.07	21,267.05	22,640.09	2,509.14	356.16	148,349.03
December	5,508.07	5,751.08	30,132.01	41,506.16	39,667.05	25,652.08	26,905.14	10,140.10	475.08	185,739.17
1904.										
January	3,982.06	6,144.00	33,666.12	41,393.07	41,040.17	26,571.09	26,787.04	9,428.15	879.07	189,923.17
February	4,386.07	7,552.02	36,453.12	49,079.13	40,899.12	27,471.10	23,961.15	5,238.15	299.12	179,343.03
March	4,692.15	7,336.00	43,797.14	56,107.02	57,569.08	38,382.15	37,397.06	13,598.11	1,094.18	259,946.09
April	3,807.01	8,642.03	40,984.15	53,737.15	55,394.02	40,384.18	38,896.17	17,419.01	544.05	259,810.17
May	3,140.01	9,357.02	37,596.05	51,270.02	51,081.16	38,239.08	38,759.12	26,907.03	813.18	257,165.07
June	3,756.05	11,124.18	43,077.10	56,705.14	60,691.19	46,534.10	41,444.14	32,519.13	1,538.05	297,393.08
July	1,723.02	6,362.04	36,549.15	46,331.11	48,834.00	34,322.05	30,131.09	23,375.15	2,055.11	229,985.12
August	2,771.04	8,788.15	35,365.15	44,024.19	45,853.03	34,746.17	32,932.08	16,318.00	2,196.03	223,597.04
September	2,512.04	7,428.09	29,675.15	38,527.07	37,948.17	26,138.18	23,669.11	14,464.12	1,327.12	181,693.05
October	2,217.06	12,289.14	48,850.12	62,392.15	64,257.14	44,290.03	44,891.00	22,618.16	3,508.13	305,226.13
November	2,087.13	5,264.14	42,829.03	53,688.02	52,782.19	35,739.06	33,471.12	21,905.00	3,804.19	251,573.08
December	2,773.08	7,888.00	21,022.11	66,574.11	67,987.04	38,778.10	42,885.18	16,276.12	2,919.00	267,105.14
1905.										
January	2,451.07	5,995.04	13,238.12	54,887.16	59,902.09	30,257.15	34,065.11	11,184.14	2,983.13	214,467.01
February	2,500.11	5,525.10	12,775.16	37,108.07	39,992.11	22,469.19	23,577.17	4,716.12	85.11	148,752.14
March	2,425.09	9,424.09	27,004.10	65,008.02	70,259.02	40,953.10	42,579.19	18,759.02	1,119.11	277,533.14
April	608.00	14,757.18	31,138.18	58,062.02	60,894.04	39,126.18	38,739.10	19,037.19	230.11	262,596.00
May	1,268.16	10,586.12	33,588.00	58,116.10	62,164.09	39,937.06	42,142.17	18,829.14	388.02	267,022.08
June	1,933.03	9,958.00	36,402.18	58,677.03	63,943.08	41,268.05	39,558.00	18,813.07	1,914.12	272,468.16
July	858.04	6,665.03	18,922.05	30,038.06	32,667.17	21,054.14	21,560.01	10,082.09	461.06	142,910.05
August	862.15	8,279.02	21,286.19	32,691.09	34,420.08	23,298.12	23,387.01	9,544.03	465.13	154,246.02
September	510.00	6,198.06	23,189.17	35,571.08	36,480.11	24,555.06	25,294.02	11,242.15	740.09	163,782.14
October	721.02	5,656.12	25,498.10	38,644.00	39,738.18	25,993.06	26,264.18	10,913.00	488.14	173,919.00
November	715.17	23,500.06	46,595.11	53,237.09	59,820.18	43,698.19	52,619.03	25,860.17	3,880.08	309,929.08
December	1,715.03	22,862.09	50,973.03	56,366.07	65,464.03	49,324.10	49,118.08	8,560.10	3,210.09	307,595.02

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 62.—*The Lehigh Valley Coal Company.—Long tons of anthracite coal purchased under 65 per cent contracts from November 1, 1900, to December 31, 1907*[a]—Continued.

Month.	Lump.	Broken.	Egg.	Stove	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1906.										
January	3,895.01	19,631.06	46,241.11	50,509.13	59,789.12	45,503.15	44,203.15	7,809.14	1,628.15	279,213.02
February	3,479.02	16,046.16	47,417.11	51,827.00	60,937.02	41,892.12	39,559.05	5,492.06	2,024.12	268,676.06
March	4,538.07	21,955.05	52,329.11	61,302.01	67,727.12	47,131.03	45,864.16	7,631.06	2,866.15	311,326.15
April		351.02	289.11	1,421.08	331.17	1,472.00	3,873.16	2,068.10		10,388.04
May	1,367.08	12,997.10	20,287.09	25,304.03	27,400.04	19,143.19	23,005.12	5,098.07	2,036.07	139,610.19
June	107.01	27,144.07	45,826.00	54,234.12	60,037.00	46,094.11	46,498.00	10,860.09	2,647.02	293,449.02
July		23,447.19	45,327.06	49,876.16	56,521.09	44,591.04	42,264.10	11,329.06	2,831.01	276,189.11
August		14,853.12	60,839.17	66,250.01	72,164.07	52,926.15	52,048.10	15,493.07	4,860.15	339,317.04
September	47.00	13,719.09	52,763.05	57,743.03	63,249.09	46,446.05	44,776.03	15,871.08	5,430.10	300,046.12
October		15,422.00	57,462.18	65,255.15	70,198.02	49,181.03	49,021.01	13,178.15	3,921.11	324,241.12
November		18,883.07	49,124.13	52,192.15	55,391.12	40,109.11	41,350.15	10,771.16	3,368.14	271,190.03
December	28.01	17,385.10	51,482.14	55,392.03	58,716.04	38,258.06	40,295.11	8,695.09	3,471.19	273,723.17
1907.										
January	559.14	19,072.02	53,736.12	54,017.02	57,652.02	38,104.02	39,642.13	6,228.19	3,669.17	272,663.03
February	784.09	17,995.18	46,352.08	50,167.00	54,199.06	37,303.11	36,537.17	4,359.17	2,967.16	247,738.02
March	1,010.01	19,776.15	47,920.15	56,560.10	55,043.01	38,010.06	42,505.10	11,850.00	4,418.01	277,071.19
April	362.09	20,398.12	53,393.13	61,905.11	64,290.00	45,925.15	47,443.09	14,853.08	4,440.06	313,003.00
May	541.15	20,858.17	48,685.02	55,579.17	55,538.12	42,556.02	44,032.18	15,029.19	4,801.19	287,625.01
June	3,743.10	20,006.08	53,049.06	61,276.02	61,864.18	45,110.08	46,522.01	13,360.11	5,187.15	310,120.19
July	3,201.11	16,346.15	43,979.15	60,413.10	57,461.12	46,186.13	44,287.09	15,941.15	5,823.06	283,642.06
August	3,354.13	15,212.05	25,893.04	67,107.14	68,301.08	48,016.17	45,116.02	21,264.18	7,437.13	301,704.14
September	3,157.15	15,344.14	36,109.10	56,366.06	59,608.06	41,126.03	42,088.13	16,046.01	4,202.11	274,109.19
October	3,252.08	24,360.08	51,987.01	62,265.17	66,773.12	44,424.12	47,889.15	13,315.15	5,770.17	325,270.05
November	4,030.00	22,806.05	44,056.09	53,746.06	58,385.16	38,489.03	36,753.11	10,904.06	4,216.17	273,388.13
December	3,606.04	20,008.06	42,921.14	56,615.08	61,411.19	36,781.18	35,894.09	7,416.15	5,043.04	269,697.17
Grand total	188,598.13	1,011,838.04	2,788,996.10	3,950,963.12	4,052,033.14	2,718,285.00	2,813,462.08	949,394.19	135,087.09	18,608,660.00

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 63.

THE LEHIGH VALLEY COAL COMPANY.

Long tons of anthracite coal purchased under 65 per cent contracts and shipped to and sold at New York Harbor f. o. b. each month from November 1, 1900, to December 31, 1907.[a]

Month.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1900.									
November	3,645.02	2,874.01	5,365.00	5,357.06	8,552.16	6,953.19	1,587.12		34,535.16
December	8,039.01	8,138.03	10,886.04	8,873.04	8,311.15	8,031.16	1,652.00		54,541.03
1901.									
January	5,055.15	6,234.09	9,440.01	7,394.00	7,257.02	5,453.17	3,251.12		44,086.16
February	3,317.13	4,745.09	7,396.12	5,101.14	7,436.19	4,617.00	2,628.02		35,243.09
March	5,189.16	3,639.16	6,443.18	5,062.05	7,715.09	5,923.11	5,412.10		39,386.16
April	6,370.16	9,943.16	12,301.04	11,803.12	3,858.01	4,965.02	3,074.19		52,297.10
May	7,244.08	9,331.08	11,902.13	9,214.12	6,884.17	3,102.14	1,348.18		49,029.10
June	7,771.10	6,455.04	8,708.14	7,234.05	6,421.15	3,921.17	1,131.03		41,644.08
July	7,240.11	7,368.12	9,040.03	5,693.18	7,471.02	5,974.02	907.02		43,695.10
August	4,257.02	8,759.02	9,227.03	5,953.19	7,492.05	5,249.15	1,183.12		42,122.18
September	4,991.19	5,889.16	5,031.07	3,594.12	13,102.17	5,446.08	1,108.12		39,165.11
October	4,876.17	7,626.19	9,639.02	8,394.04	14,730.17	7,208.04	1,601.06		54,077.09
November	3,520.18	5,475.07	6,976.10	6,635.07	14,294.04	8,914.16	1,200.00	566.16	47,583.18
December	4,360.00	9,686.02	11,582.05	9,278.17	14,108.16	18,492.06	700.19	786.10	68,995.15
1902.									
January	4,171.00	6,030.14	9,443.09	7,705.19	6,898.10	11,899.07	2,091.02	834.18	49,074.19
February	4,434.15	6,208.19	7,913.16	5,805.11	6,476.16	11,320.07	1,400.06	719.12	44,280.02
March	4,314.08	4,189.18	3,568.12	3,328.10	6,477.16	8,365.02	134.18	1,122.15	31,481.19
April	5,512.09	10,365.06	19,189.12	17,816.02	6,611.13	9,923.02	829.16	716.15	70,944.15
May	1,753.12	2,099.05	4,261.02	2,791.03	2,955.08	4,285.06	1,384.02	3,071.02	22,600.19
June		156.01	158.17	220.03			5.10		540.11
July									
August									
September									
October	27.12	615.02	482.08	883.18	1.16 370.10	282.12	97.13 78.12		99.09 2,740.12
November	3,682.03	6,479.09	7,959.00	9,021.13	5,917.07	9,023.02	549.04		42,631.18
December	6,330.17	7,261.03	9,506.03	9,275.04	5,799.16	9,709.07	2,848.19		50,731.09

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 63.—*Lehigh Valley Coal Company.—Long tons of anthracite coal purchased under 65 per cent contracts and shipped to and sold at New York Harbor f. o. b. each month from November 1, 1900, to December 31, 1907* [a]—Continued.

Month.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1903.									
January	4,882.06	4,904.10	6,168.04	7,571.17	4,115.16	8,845.05	2,372.19	.....	38,860.17
February	3,645.16	3,645.01	5,337.02	5,271.04	1,465.09	6,200.13	1,563.15	.....	27,128.02
March	4,859.02	1,532.16	1,669.17	1,462.16	2,025.04	17,255.04	830.04	.....	29,635.01
April	4,012.17	21,190.17	23,576.05	16,867.08	5,316.06	5,582.08	1,907.11	.....	78,453.12
May	4,292.16	5,898.06	14,891.14	19,746.10	6,999.18	7,041.04	2,481.06	585.11	61,937.05
June	4,478.13	6,595.10	9,601.12	8,757.18	10,972.01	11,602.03	3,638.05	1,061.14	56,708.16
July	5,398.16	6,635.12	9,049.09	6,664.17	7,753.01	7,117.15	2,489.12	1,378.19	46,488.01
August	7,433.07	6,501.11	6,074.01	2,397.06	6,261.09	7,883.16	1,912.02	1,116.02	39,579.14
September	5,726.03	2,432.15	3,209.12	911.08	7,303.16	9,390.13	2,733.08	824.09	32,532.04
October	4,051.12	3,603.09	5,017.09	3,377.12	7,863.07	13,834.18	2,519.13	1,137.03	41,405.03
November	2,437.08	2,631.08	6,127.01	5,684.09	6,265.18	11,692.18	1,432.19	513.09	34,785.10
December	3,553.05	4,517.06	6,827.02	5,522.18	11,833.05	15,317.03	1,276.04	2,093.06	50,940.09
1904.									
January	3,383.01	4,642.12	6,134.16	4,957.10	5,690.08	12,570.19	1,013.07	1,561.13	39,954.06
February	3,102.02	7,707.03	8,589.03	5,089.12	7,157.12	13,470.17	977.00	1,955.16	48,049.05
March	4,098.07	2,875.18	4,291.03	2,538.10	7,117.00	12,690.02	1,691.07	2,943.06	38,245.13
April	5,609.01	24,914.01	25,868.18	16,660.06	6,370.06	7,745.19	2,781.04	1,943.04	91,892.19
May	5,897.18	14,763.10	15,569.12	9,855.19	5,575.11	6,105.13	2,531.00	993.05	61,292.08
June	6,845.06	11,741.03	9,547.16	4,808.13	14,766.12	15,055.18	1,791.02	3,084.04	67,640.14
July	6,041.05	4,973.02	6,501.01	2,327.03	7,407.06	9,922.12	1,334.10	2,373.16	40,880.14
August	8,066.18	4,385.02	5,945.10	3,734.06	9,030.06	9,267.10	2,568.03	3,449.04	46,446.19
September	4,351.19	1,901.03	3,025.16	1,136.02	6,579.15	6,427.19	2,216.11	1,739.12	27,378.17
October	6,054.01	4,728.16	8,270.05	6,654.07	5,543.01	5,877.02	3,304.09	2,838.02	43,270.05
November	5,249.13	4,661.14	10,367.04	9,696.15	5,647.14	5,652.10	2,266.16	3,669.05	47,211.11
December	5,103.14	4,709.12	13,307.01	9,938.09	6,429.19	6,610.04	2,645.01	3,066.01	51,810.01
1905.									
January	4,535.00	2,611.04	6,409.15	5,540.07	4,739.00	4,530.07	1,801.00	2,864.04	33,028.17
February	2,513.00	2,718.04	8,287.08	6,790.00	6,005.07	6,278.01	1,197.10	2,350.13	36,140.03
March	4,899.09	2,725.14	3,475.08	2,760.00	4,923.00	4,562.02	2,166.11	2,366.06	27,878.10
April	7,634.01	21,892.19	24,828.01	14,324.02	3,774.11	3,941.11	1,711.10	1,538.05	79,645.00
May	5,746.02	9,653.16	12,639.19	6,976.18	3,968.18	3,780.04	1,130.03	2,549.14	46,445.14
June	5,016.15	7,504.19	9,855.17	6,082.03	5,179.10	4,623.03	1,482.01	1,858.07	41,602.15
July	3,474.09	4,090.09	3,507.02	2,084.11	2,632.16	2,297.13	1,440.18	1,900.17	21,428.15
August	3,711.02	4,115.01	4,928.15	3,005.03	2,219.05	2,245.15	1,984.12	1,773.10	23,983.03
September	3,534.12	2,725.06	2,657.10	2,437.18	3,583.02	2,125.13	1,432.00	1,284.03	19,780.04
October	4,992.01	4,415.11	7,565.19	5,088.02	3,224.17	2,290.05	1,501.03	1,269.02	30,347.00
November	10,655.12	8,560.12	14,302.12	12,283.11	19,348.14	14,295.05	3,635.16	3,221.17	86,303.19
December	11,304.17	9,940.13	10,936.09	10,929.18	19,499.19	16,798.12	3,547.07	1,692.05	84,650.00

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1906.									
January	9,814.05	3,839.13	4,731.18	4,326.06	17,787.06	17,216.15	2,081.15	3,081.03	62,879.01
February	11,647.09	8,005.18	6,304.03	4,906.14	18,674.08	17,172.09	2,178.07	2,854.06	71,743.14
March	12,428.09	17,105.00	16,472.18	12,343.02	17,044.09	13,685.09	1,986.05	640.12	91,706.04
April	4,085.14	24,131.07	21,593.14	18,921.10	9,997.09	3,140.03	337.17	523.04	82,730.18
May	4,646.15	19,287.10	14,198.17	12,932.12	7,118.14	4,106.10	641.07	451.11	63,383.16
June	7,719.06	12,838.07	11,749.01	8,846.04	8,495.08	4,874.06	1,029.14	588.02	56,140.08
July	6,516.07	6,295.16	6,210.00	3,933.01	6,816.03	5,296.06	1,543.04	979.18	37,590.15
August	7,573.12	7,594.06	7,603.03	3,878.10	7,304.07	5,033.11	1,765.13	2,229.00	43,042.02
September	7,876.01	4,516.00	5,455.06	3,541.09	9,260.07	6,706.16	1,377.19	2,233.17	40,967.15
October	8,607.01	8,802.01	15,112.14	10,429.16	10,786.18	7,695.02	982.17	486.08	67,280.15
November	8,546.07	11,915.18	19,001.06	16,224.17	12,340.11	8,187.19	1,574.13	2,650.07	80,441.18
December	7,640.06	10,931.09	13,381.03	12,674.07	17,081.14	10,799.01	1,040.12	2,099.17	75,648.09
1907.									
January	9,299.02	8,091.06	9,616.18	9,122.05	10,901.19	8,908.02	1,203.12	3,574.05	60,807.09
February	7,769.11	8,627.10	7,547.18	5,841.12	8,039.17	6,023.01	1,044.10	637.12	45,531.11
March	6,365.12	6,121.18	5,085.00	3,914.04	10,263.17	6,004.16	726.01	2,046.11	40,527.19
April	9,207.16	26,644.01	19,410.11	14,052.05	10,789.11	12,455.19	741.05	1,169.14	94,471.02
May	10,586.00	14,629.08	13,276.19	8,711.02	13,262.14	11,021.04	451.13	1,090.15	73,029.15
June	9,795.01	14,395.05	9,269.01	6,949.08	10,867.15	8,455.10	785.14	2,448.05	62,965.19
July	8,383.14	10,910.07	7,645.14	5,358.16	12,680.12	11,274.15	819.02	4,999.15	62,072.15
August	10,313.00	9,357.15	9,059.11	5,222.15	13,442.02	11,195.14	3,786.05	7,231.02	69,608.04
September	7,697.15	5,985.17	6,219.11	2,923.08	13,786.14	11,403.14	1,503.09	6,440.14	55,960.12
October	8,806.12	10,597.10	15,810.18	16,397.00	12,736.19	8,592.15	749.04	3,289.03	76,990.01
November	9,654.15	6,905.10	13,205.07	9,958.06	10,741.15	5,909.17	180.00	1,730.10	58,296.00
December	11,901.17	4,036.00	8,897.04	8,970.00	10,995.12	6,822.18	601.06	1,471.16	53,696.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 64.

THE LEHIGH VALLEY COAL COMPANY.

Long tons of anthracite coal from each trade region purchased under 65 per cent contracts and shipped to and sold at New York Harbor f. o. b., each month of the calendar year 1907.[a]

Month and region.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
January:									
Hazleton[b]	8,505.18	6,145.07	6,950.03	7,265.18	6,509.11	5,892.17	1,051.14	2,663.18	44,985.06
Mahanoy[b]	440.15	1,250.02	1,674.06	881.04	2,555.08	2,999.01	.....	.....	9,800.16
Wyoming	352.09	695.17	992.09	975.03	1,837.00	106.04	151.18	910.07	6,021.07
Total	9,299.02	8,091.06	9,616.18	9,122.05	10,901.19	8,998.02	1,203.12	3,574.05	60,807.09
February:									
Hazleton	7,481.06	7,517.03	6,693.09	4,946.02	6,374.16	5,002.03	.....	422.00	38,436.19
Mahanoy	288.05	1,081.18	431.00	125.00	755.15	787.16	1,044.10	68.13	4,582.17
Wyoming	.....	28.09	423.09	770.10	909.06	233.02	.....	146.19	2,511.15
Total	7,769.11	8,627.10	7,547.18	5,841.12	8,039.17	6,023.01	1,044.10	637.12	45,531.11
March:									
Hazleton	5,748.03	4,371.13	3,978.00	3,706.07	7,434.02	3,798.13	726.01	848.10	30,611.09
Mahanoy	617.09	1,750.05	1,013.19	21.03	1,449.05	1,684.07	.....	669.13	7,206.01
Wyoming	.....	.....	93.01	186.14	1,380.10	521.16	.....	528.08	2,710.09
Total	6,365.12	6,121.18	5,085.00	3,914.04	10,263.17	6,004.16	726.01	2,046.11	40,527.19
April:									
Hazleton	8,715.04	23,036.09	16,858.01	10,293.05	8,885.04	7,218.05	741.05	512.14	76,260.07
Mahanoy	492.12	3,410.09	.....	.....	521.03	2,922.03	.....	121.06	7,467.13
Wyoming	.....	197.03	2,552.10	3,759.00	1,383.04	2,315.11	.....	535.14	10,743.02
Total	9,207.16	26,644.01	19,410.11	14,052.05	10,789.11	12,455.19	741.05	1,169.14	94,471.02
May:									
Hazleton	9,996.07	13,184.00	11,589.09	8,164.18	10,142.00	7,617.17	451.13	607.17	61,754.01
Mahanoy	589.13	1,348.17	824.10	155.01	1,470.16	2,744.06	.....	164.10	7,297.13
Wyoming	.....	96.11	863.00	391.03	1,649.18	659.01	.....	318.08	3,976.01
Total	10,586.00	14,629.08	13,276.19	8,711.02	13,262.14	11,021.04	451.13	1,090.15	73,029.15

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June:									
Hazleton	9,545.06	10,541.13	7,938.19	6,018.04	9,910.06	6,178.09	750.04	1,519.08	52,402.09
Mahanoy	249.15	1,977.18	1,220.15	785.06	586.17	1,984.10	35.10	377.15	7,218.05
Wyoming	.....	1,875.14	109.07	145.18	370.12	292.11	.....	551.02	3,345.04
Total	9,795.01	14,395.05	9,269.01	6,949.08	10,867.15	8,455.10	785.14	2,448.05	62,965.19
July:									
Hazleton	7,650.19	6,142.11	6,409.08	4,680.08	10,770.18	6,472.17	819.02	3,751.06	46,697.09
Mahanoy	535.14	1,375.16	561.04	149.10	616.06	1,711.10	.....	.....	4,950.00
Wyoming	197.01	3,392.00	675.02	528.18	1,293.08	3,090.08	.....	1,248.09	10,425.06
Total	8,383.14	10,910.07	7,645.14	5,358.16	12,680.12	11,274.15	819.02	4,999.15	62,072.15
August:									
Hazleton	8,282.07	7,986.17	7,974.04	1,602.07	10,537.05	7,238.01	3,412.19	6,043.01	53,077.01
Mahanoy	1,688.05	.....	76.02	374.09	377.14	924.15	332.08	313.02	4,086.15
Wyoming	342.08	1,370.18	1,009.05	3,245.19	2,527.03	3,032.18	40.18	874.19	12,444.08
Total	10,313.00	9,357.15	9,059.11	5,222.15	13,442.02	11,195.14	3,786.05	7,231.02	69,608.04
September:									
Hazleton	6,293.14	5,985.17	4,494.05	2,189.13	11,707.13	6,989.07	1,430.11	4,608.06	43,690.06
Mahanoy	888.06	.....	1,006.19	491.08	515.13	664.17	72.18	.....	3,540.01
Wyoming	515.15	.....	718.07	242.07	1,563.08	3,749.10	.....	1,832.08	8,621.15
Total	7,697.15	5,985.17	6,219.11	2,923.08	13,786.14	11,403.14	1,503.09	6,440.14	55,961.02
October:									
Hazleton	7,911.17	10,597.10	12,569.13	15,226.05	10,520.01	5,939.06	749.04	2,154.01	65,667.17
Mahanoy	557.09	.....	687.16	805.02	820.18	611.16	.....	.....	3,483.01
Wyoming	337.06	.....	2,553.09	365.13	1,406.00	2,041.13	.....	1,135.02	7,839.03
Total	8,806.12	10,597.10	15,810.18	16,397.00	12,746.19	8,592.15	749.04	3,289.03	76,990.01
November:									
Hazleton	8,816.04	5,519.11	12,129.02	9,394.13	8,708.07	4,558.05	180.00	1,096.12	50,402.14
Mahanoy	619.10	259.13	.....	366.09	889.08	888.05	.....	.....	3,023.05
Wyoming	229.01	1,126.06	1,076.05	197.04	1,144.00	463.07	.....	633.18	4,870.01
Total	9,664.15	6,905.10	13,205.07	9,958.06	10,741.15	5,909.17	180.00	1,730.10	58,296.00
December:									
Hazleton	11,015.03	1,929.04	6,554.11	7,951.18	9,326.09	4,264.06	601.06	1,066.03	42,709.00
Mahanoy	682.00	143.14	1,806.03	596.10	522.06	661.17	.....	.....	4,412.10
Wyoming	204.14	1,963.02	536.10	421.12	1,146.17	1,896.15	.....	405.13	6,575.03
Total	11,901.17	4,036.00	8,897.04	8,970.00	10,995.12	6,822.18	601.06	1,471.16	53,696.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

[b] The Hazleton region and the Mahanoy region are but subdivisions, respectively, of the Lehigh region and the Schuylkill region, and therefore the coal described as from the two lesser districts purchased by the Lehigh Valley Coal Co. is paid for on the basis of the general average New York Harbor f. o. b. prices of coal from the Lehigh region and the Schuylkill region, respectively.

GOVERNMENT EXHIBIT No. 65.

THE LEHIGH VALLEY COAL COMPANY.

Long tons of anthracite coal (whether produced by it, purchased, or otherwise acquired) shipped to and sold at New York Harbor f. o. b. each month from November 1, 1900, to December 31, 1907.[a]

Month.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1900.									
November	9,346.08	7,369.08	13,756.08	14,249.09	21,930.06	17,830.14	4,070.15	.....	88,553.08
December	20,612.19	20,867.02	27,936.08	22,751.15	21,312.04	22,132.16	4,235.18	.....	139,849.02
1901.									
January	14,869.17	18,336.14	27,764.17	21,747.01	21,344.09	16,040.15	9,563.07	.....	129,667.00
February	10,053.11	14,380.04	22,413.16	15,459.15	22,536.04	13,990.17	7,964.00	.....	106,798.07
March	16,218.03	11,374.09	20,137.03	15,819.10	24,109.08	18,511.01	16,914.02	.....	123,083.16
April	16,335.08	25,496.19	31,541.10	30,265.08	9,841.04	12,731.07	7,884.09	.....	134,096.05
May	20,123.06	25,920.11	33,053.00	25,596.04	19,124.11	8,618.12	3,746.18	.....	156,193.02
June	22,204.06	18,443.09	24,882.01	20,669.06	18,347.18	11,205.05	3,231.15	.....	118,984.00
July	18,101.08	18,421.10	22,600.08	14,234.14	18,677.15	14,935.06	2,267.14	.....	109,238.15
August	10,136.00	20,855.00	21,969.08	14,176.01	17,838.13	12,499.09	2,818.02	.....	100,292.13
September	12,479.18	14,724.10	12,578.08	8,996.09	32,757.02	13,616.00	2,771.11	.....	97,913.18
October	11,894.16	18,602.07	23,510.01	20,473.12	35,928.17	17,580.19	3,905.13	.....	131,896.05
November	10,355.11	16,104.00	20,519.02	19,515.15	42,041.15	26,219.19	3,529.08	1,667.02	139,952.12
December	11,473.14	25,489.15	30,479.13	24,418.02	37,128.07	48,663.18	1,844.12	2,069.15	181,567.16
1902.									
January	11,917.02	17,230.11	26,981.06	22,016.19	19,710.00	33,998.03	5,974.12	2,385.10	140,214.03
February	12,318.09	17,247.02	21,982.16	16,126.11	17,991.02	31,445.10	3,889.16	1,999.00	123,000.06
March	11,353.14	11,026.02	9,391.00	8,759.05	16,994.05	22,013.09	354.19	2,954.11	82,847.05
April	14,506.07	27,277.01	50,499.00	46,884.07	17,399.03	26,113.10	2,183.14	1,886.08	186,749.08
May	4,871.00	5,831.18	11,836.03	7,753.01	8,209.19	11,903.09	3,844.16	8,530.12	62,780.09
June	.....	742.19	756.09	1,048.09	.....	.....	26.06	.....	2,574.03
July	.....	.....	84.11	.....	.....	1,496.08	.....	.....	1,580.19
August	.....	.....	.....	.....	.....	.....	508.01	.....	508.01
September	.....	.....	.....	.....	36.12	.....	1,953.07	.....	1,989.19
October	106.01	2,365.18	1,855.10	3,399.14	1,425.02	1,086.18	302.03	.....	10,541.06
November	10,829.18	19,057.05	23,406.16	26,534.07	17,404.01	26,538.05	1,615.07	.....	125,387.19
December	18,088.04	20,746.03	27,160.09	26,500.13	16,570.17	27,741.02	8,139.17	.....	144,947.05

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1903.									
January	12,518.16	12,575.12	15,815.19	19,415.02	10,553.01	22,680.04	6,084.10	.....	99,643.04
February	9,348.05	9,346.06	13,682.02	13,515.19	3,757.12	15,899.03	4,009.13	.....	69,559.00
March	13,132.15	4,142.14	4,513.03	3,953.11	5,473.10	46,635.04	2,243.17	.....	80,094.14
April	11,465.07	60,545.06	67,360.14	48,192.12	15,189.08	15,949.16	5,450.05	.....	224,153.08
May	12,265.04	16,852.07	42,547.16	56,418.11	19,999.15	20,117.15	7,089.08	1,672.17	176,953.13
June	12,104.10	17,825.15	25,950.03	23,670.01	29,654.02	31,357.05	9,832.17	2,869.14	153,264.07
July	14,591.07	17,934.03	24,458.00	18,013.03	20,954.02	19,237.03	6,728.13	3,726.18	125,643.09
August	19,561.09	17,109.08	15,984.08	6,308.16	16,477.10	20,746.17	5,031.13	2,937.03	104,157.04
September	15,476.03	6,575.00	8,674.13	2,463.07	19,740.00	25,380.03	7,387.14	2,227.09	87,924.09
October	10,388.15	9,239.14	12,865.00	8,660.11	20,162.09	35,474.04	6,460.14	2,915.16	106,167.03
November	6,587.12	7,111.19	16,559.10	9,958.01	16,934.16	31,602.09	3,872.17	1,387.15	94,014.19
December	9,603.09	12,208.18	18,451.13	14,926.17	31,981.16	41,397.14	3,448.15	5,657.18	137,677.00
1904.									
January	9,397.08	12,896.02	17,041.04	13,770.19	15,806.14	34,919.06	2,814.17	4,337.14	110,984.04
February	7,954.03	19,761.19	22,023.11	13,050.06	18,352.16	34,540.12	2,505.03	5,014.11	123,203.01
March	10,785.03	7,568.05	11,292.11	6,680.07	18,728.19	33,394.16	4,450.17	7,745.11	100,646.09
April	14,382.05	63,882.04	66,330.12	42,718.15	16,334.03	19,861.09	7,131.07	4,982.06	235,623.01
May	14,744.15	36,908.16	38,924.01	24,639.17	13,938.15	15,264.02	6,327.10	2,483.04	153,231.00
June	16,298.08	27,955.02	22,732.18	11,449.05	35,158.11	35,847.08	4,264.12	7,343.02	161,049.06
July	14,384.00	11,840.14	15,478.12	5,540.11	17,636.09	23,625.06	3,177.08	5,652.00	97,335.00
August	18,333.19	9,966.03	13,512.01	8,487.01	20,523.09	21,063.03	5,836.09	7,839.02	105,561.07
September	10,879.18	4,752.17	7,564.10	2,840.06	16,449.09	16,069.17	5,541.08	4,349.09	68,447.14
October	14,766.01	11,533.13	20,171.06	16,230.03	13,519.11	14,334.09	8,059.14	6,922.05	105,537.05
November	14,188.04	12,599.00	28,019.09	26,207.10	15,264.01	15,277.01	6,126.11	9,916.13	127,598.09
December	13,430.16	12,393.14	35,018.11	26,153.18	16,920.19	17,395.06	6,960.14	8,068.13	136,342.11
1905.									
January	12,951.09	7,460.12	18,313.11	15,829.13	13,540.00	12,943.17	5,145.14	8,183.10	94,368.06
February	6,443.13	6,969.16	21,249.16	17,410.05	15,398.06	16,097.12	3,070.11	6,027.07	92,667.06
March	12,893.06	7,172.19	9,145.16	7,263.03	12,955.06	12,005.10	5,701.10	6,227.03	73,364.13
April	20,089.13	57,613.00	65,337.01	37,695.00	9,933.00	10,372.11	4,504.00	4,048.02	209,592.07
May	16,417.10	27,582.05	36,114.04	19,934.00	11,339.14	10,800.13	3,229.01	7,284.19	132,702.06
June	13,558.17	20,283.14	26,637.08	16,438.04	13,998.12	12,495.01	4,005.11	5,022.12	112,439.19
July	13,363.06	15,732.11	13,488.18	8,017.09	10,126.04	8,837.04	5,541.19	7,310.18	82,418.09
August	13,254.13	14,696.12	17,602.13	10,732.14	7,925.18	8,020.12	7,087.17	6,333.18	85,654.17
September	13,598.11	10,481.19	10,221.02	9,376.11	13,781.03	8,175.13	5,507.16	4,935.02	76,077.17
October	19,200.03	16,982.18	29,099.17	19,569.10	12,403.05	8,808.15	5,773.13	4,881.05	116,716.06
November	28,041.02	22,528.00	37,638.08	32,325.02	50,917.13	37,619.03	9,567.19	8,478.13	227,116.00
December	30,553.13	26,866.14	29,557.19	29,540.07	52,702.11	45,401.13	9,587.10	4,573.12	228,783.19

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 65.—*The Lehigh Valley Coal Company.—Long tons of anthracite coal (whether produced by it, purchased, or otherwise acquired) shipped to and sold at New York Harbor f. o. b. each month from November 1, 1900, to December 31, 1907* [a]—Continued.

Month.	Broken.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1906.									
January	26,524.19	10,377.09	12,788.18	11,692.14	48,073.17	46,531.16	5,626.08	8,327.10	169,943.11
February	28,408.10	19,526.13	15,375.19	11,967.12	45,547.06	41,884.00	5,313.02	6,961.16	174,984.18
March	32,706.10	45,013.03	43,349.14	32,481.16	44,853.17	36,014.08	5,226.19	1,685.17	241,332.04
April	10,751.17	63,503.12	56,825.12	49,793.07	26,309.02	8,263.12	888.16	1,376.17	217,712.15
May	12,907.14	53,576.09	39,441.07	35,923.18	19,774.03	11,406.18	1,781.11	1,254.07	176,066.07
June	20,313.18	33,785.03	30,918.10	23,279.10	22,356.06	12,827.02	2,709.15	1,547.14	147,737.18
July	17,611.16	17,015.15	16,783.16	10,629.17	18,422.00	14,314.06	4,170.17	2,648.09	101,596.16
August	19,419.11	19,472.11	19,495.06	9,944.18	18,729.04	13,060.08	4,527.06	5,715.08	110,364.12
September	20,202.15	11,576.18	13,980.16	9,080.13	23,744.11	17,196.19	3,533.06	5,727.17	105,043.15
October	20,493.00	20,957.06	35,982.14	24,832.18	25,683.02	18,321.13	2,340.02	11,581.15	160,192.10
November	20,348.10	28,371.03	45,241.03	38,630.12	29,382.05	19,495.04	3,749.03	6,310.08	191,528.08
December	19,100.16	27,328.13	33,452.18	31,685.17	42,704.05	26,997.12	2,601.11	5,249.13	189,121.05
1907.									
January	25,132.14	21,868.09	25,991.13	24,655.10	29,464.14	24,319.07	3,253.01	9,660.03	164,345.11
February	19,921.18	22,121.15	19,353.13	14,978.09	20,614.19	15,443.14	2,678.05	1,634.17	116,747.10
March	17,204.07	16,545.15	13,743.05	10,578.18	27,740.03	16,229.03	1,962.07	5,531.04	109,535.03
April	24,885.18	72,010.18	52,460.18	37,979.00	29,161.00	33,664.16	2,003.07	3,161.09	255,327.06
May	28,610.16	39,538.19	35,883.14	23,543.11	35,845.03	29,787.02	1,220.13	2,947.19	197,377.17
June	27,208.17	39,986.16	25,747.07	19,303.19	30,188.04	23,487.10	2,182.12	6,800.13	174,905.18
July	23,953.08	31,172.08	21,844.16	15,310.16	36,230.06	32,213.12	2,340.07	14,285.00	177,350.13
August	27,873.01	25,291.05	24,485.06	14,115.12	36,330.01	30,258.13	10,233.04	19,543.11	188,130.13
September	21,382.14	16,627.08	17,276.12	8,120.13	38,296.08	31,677.00	4,176.05	17,890.18	155,447.18
October	23,801.13	28,641.17	42,732.05	44,316.06	34,451.06	23,223.13	2,024.19	8,889.14	208,081.13
November	28,425.17	20,310.06	38,899.05	29,289.03	31,593.09	17,382.01	529.10	5,089.14	171,459.05
December	33,060.13	11,211.03	24,714.10	24,916.14	30,543.09	18,952.04	1,670.06	4,068.07	149,157.06

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

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GOVERNMENT EXHIBIT No. 66.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Officers and managers and capital stock of the Delaware, Lackawanna and Western Railroad Company, as of June 12, 1907.

OFFICERS.

W. H. TRUESDALE.....President.
E. E. LOOMIS.....Vice-president.
B. D. CALDWELL.....Vice-president.
FRED F. CHAMBERS.....Secretary and treasurer.
A. D. CHAMBERS.....Assistant secretary and treasurer.
SAMUEL SLOAN.....Chairman.

MANAGERS.

Samuel Sloan.	Frank Work.
Eugene Higgins.	Hamilton McK. Twombly.
William Rockefeller.	Harris C. Fahnestock.
Henry A. C. Taylor.	Frederick W. Vanderbilt.
J. Rogers Maxwell.	M. Taylor Pyne.
George F. Baker.	John D. Rockefeller, jr.
James Stillman.	William H. Moore.

Capital stock outstanding, $26,200,000; all common.

Officers and managers and capital stock of the Delaware, Lackawanna and Western Railroad Company, as of July 3, 1908.

OFFICERS.

W. H. TRUESDALE.....President.
E. E. LOOMIS.....Vice-president.
B. D. CALDWELL.....Vice-president.
W. S. JENNEY.....Vice-president.
A. D. CHAMBERS.....Secretary and treasurer.
ROBT. B. SCOFIELD.....Assistant secretary and treasurer.

MANAGERS.

Eugene Higgins.	Hamilton McK. Twombly.
William Rockefeller.	Harris C. Fahnestock.
Henry A. C. Taylor.	Frederick W. Vanderbilt.
J. Rogers Maxwell.	M. Taylor Pyne.
George F. Baker.	John D. Rockefeller, jr.
James Stillman.	William H. Moore.
Frank Work.	William Fahnestock.

Capital stock outstanding, $26,200,000; all common.

GOVERNMENT EXHIBIT No. 67.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Total shipments of anthracite coal transported by the Delaware, Lackawanna and Western Railroad Company as a carrier for all shippers, itself included, to New York Harbor points f. o. b. in the calendar years 1900 to 1907, inclusive.[a]

	Long tons.
1900	1,149,470.18
1901	1,753,015.09
1902	1,412,446.13
1903	2,496,164.17
1904	2,301,057.19
1905	2,690,839.05
1906	2,367,637.04
1907	2,644,863.07
	16,815,495.12

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 68.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Statement showing tonnage and earnings on merchandise and anthracite coal.

	Year ending June 30, 1907.		Year ending June 30, 1908.	
	Tonnage (net tons).	Earnings.	Tonnage (net tons).	Earnings.
Anthracite coal	10,788,930	$14,384,808.20	9,970,547	$14,559,868.98
Merchandise	10,192,982	11,601,246.64	9,001,672	10,596,679.81
Total	20,981,912	25,986,054.84	18,972,219	25,156,548.79

GOVERNMENT EXHIBIT No. 69.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Producers of anthracite coal whose collieries or washeries are located on the lines of the Delaware, Lackawanna and Western Railroad.

1. *Mines owned and operated by the Delaware, Lackawanna and Western Railroad Company.*

Archbald.	Cayuga.	Holden.	Sloan.
Auchincloss.	Continental.	Hyde Park.	Storrs.
Avondale.	Diamond.	Manville.[a]	Taylor.
Bellevue.	Dodge.	National.	Truesdale.
Bliss.	Hallstead.	Pettebone.	Woodward.
Brisbin.	Hampton.	Pyne.	

[a] Manville is owned jointly by the Delaware and Hudson and Delaware, Lackawanna and Western, and is located on the tracks of the D. and H., the Delaware, Lackawanna and Western operating it alternate months.

2. *Washeries owned and operated by the Delaware, Lackawanna and Western Railroad Company.*

Bellevue.	Diamond.	Pettebone.

3. *Washery annexes owned and operated by the Delaware, Lackawanna and Western Railroad Company.*

Archbald.	Hampton.	Pyne.
Cayuga.	Hyde Park.	

4. *Other collieries and operations on the lines of the Delaware, Lackawanna and Western Railroad Company.*

Names of producers.	Names of collieries or washeries.
Peoples' Coal Co.	Oxford colliery.
Price-Pancoast Coal Co.	Pancoast colliery.
Temple Iron Co.	Mount Lookout colliery. Lackawanna colliery.
Elliott, McClure & Co.	Sibley colliery.
North End Coal Co.	North End colliery.
Kingston Coal Co.	Kingston No. 2 colliery. Kingston No. 4 colliery. Gaylord colliery.
Mount Jessup Coal Co.	Mount Jessup colliery.
Clear Spring Coal Co.	Clear Spring colliery.
Carney & Brown.	Murray colliery.
George F. Lee Coal Co.	Chauncey colliery.
J. C. Haddock & Co.	Black Diamond colliery. Dodson colliery.
W. A. Payne.	East Boston colliery.
Marion Coal Co.	Marion washery.
Scranton Coal Co.	Mount Pleasant colliery. Pine Brook colliery.
Lehigh and Wilkes-Barre Coal Co.	Parrish colliery. Reynolds colliery. Lance colliery. Nottingham colliery.

GOVERNMENT EXHIBIT No. 70.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Total number of acres of land in the anthracite-producing area of Pennsylvania owned or held by lease or other tenure by the Delaware, Lackawanna and Western Railroad Company and portion thereof acquired since January 1, 1874.

	Acres.
Acres owned in fee, Lackawanna County	7,109.14
Acres owned in fee, Luzerne County	6,362.29
Total	13,471.43
Acres held by lease, Lackawanna County	2,011.08
Acres held by lease, Luzerne County	1,870.00
Total	3,881.08
Grand total	17,352.51
Portion of whole acquired since January 1, 1874	9,369.94

GOVERNMENT EXHIBIT No. 71.

DELAWARE, LACKAWANNA, AND WESTERN RAILROAD COMPANY.

Acreage acquired by Delaware, Lackawanna and Western Railroad Company in anthracite-producing area of Pennsylvania, by lease or purchase, since January 1, 1896.

[Unless otherwise indicated, the deed or lease conveys only the coal underlying said acreages.]

Date.	Area.	Deed or lease.	County where situated.
May 12, 1904	1.534 acres	Deed	Lackawanna.
Sept. 27, 1905	3.87 acres	do	Do.
May 1, 1901	97 acres, 56 perches	Lease	Do.
Do	58 acres	Deed	Do.
Do	23 acres	Lease	Do.
Dec. 1, 1899	4 acres	Deed	Do. a
Mar. 22, 1905	56,200 square feet	Exchange	Do. a
June 29, 1903	1,500 square feet	Deed	Do. a
Sept. 9, 1899	1.73 acres	do	Do.
Feb. 1, 1900	135 acres, 80 perches	Lease	Do.
Oct. 6, 1904	1.72 acres	Deed (exchange)	Do.
July 27, 1901	0.83 acres	Lease	Do.
Jan. 17, 1898	19.27 acres	Deed	Do.
Oct. 28, 1898	32.1 acres	Agreement	Do.
Jan. 17, 1898	8.77 acres	do	Do.
Jan. 17, 1907	15 acres	Exchange	Do.
Feb. 14, 1901	One-half interest in 0.8 acre, 0.102 perches	do	Do.
June 15, 1898	7,030 square feet	Deed	Do.
May 21, 1903	11.100 acres	do	Do.
	20.3 acres	do	Do.
Sept. 1, 1903	10,920 square feet (lot)	do	Do. b
Nov. 27, 1907	One-half interest in 0.85 acre	do	Do.
Jan. 15, 1896	10,920 square feet (lot)	do	Do.
July 24, 1903	One-half acre	do	Do. c
Sept. 11, 1903	One and one-half acres	do	Do.
Do	One-half acre	do	Do.
Aug. 21, 1897	39.74 acres	do	Do.
Nov. 14, 1907	4.8 acres	do	Do.
July 5, 1907	18,000 square feet	Exchange	Do. b
Sept. 24, 1901	100 acres	Deed	Do.
May 8, 1901	do	Lease	Do.
Nov. 1, 1907		do	Do.
Oct. 5, 1908	21 acres, 42 perches	do	Do. b
Jan. 2, 1901	1322.09 acres	Deed	Do.
	149.05 acres	Exchange	Luzerne.
June 8, 1907	Seven one-hundred and ninety-seconds of 13 acres	do	Do. b
Dec. 23, 1899	151.92 acres	Deed	Do.
Dec. 6, 1904	Three-tenths of 201.16 acres	do	Do.
	Three-tenths of 6.7 acres	do	Do.
Mar. 30, 1903	Three-tenths of 201.16 acres	do	Do. b
	Three-tenths of 6.7 acres	do	Do.
Oct. 24, 1904	One-thirty-fifth of 201.16 acres	do	Do. b
	One-thirty-fifth of 6.7 acres	do	Do.
Mar. 14, 1905	One-ninth of 201.16 acres	do	Do. b
	One-ninth of 6.7 acres	do	Do.
Apr. 4, 1905	One-thirty-fifth of 201.16 acres	do	Do. b
	One-thirty-fifth of 6.7 acres	do	Do.
Dec. 26, 1907	19 acres	do	Do. b
Feb. 16, 1905	23 acres, 44 perches	do	Do. b
Dec. 2, 1898	11.135 acres	do	Do. a
June 1, 1898	20 acres, 88 perches	Exchange	Do. a
Mar. 1, 1900	9 acres, 113 perches	Deed	Do. b
Apr. 9, 1904	3.04 acres	do	Do. b
Oct. 2, 1907	1 acre	do	Do.
June 28, 1906	0.30 acre	do	Do.
July 8, 1901	10.61 acres	do	Do. b
July 19, 1905	0.41 acre	do	Do. b
Nov. 30, 1901	84 acres, 72.1 perches	Exchange	Do.
May 24, 1904	2 acres, 10.24 perches	Deed	Do.
Jan. 26, 1901	20 acres, 92 perches	do	Do.
Feb. 27, 1903	2.73 acres	do	Do.
Mar. 28, 1905	0.84 acre	Lease	Do.
Feb. 8, 1904	420 square feet	Deed	Do.
Feb. 27, 1907	16,884 square feet	do	Do.
Mar. 2, 1905	13,020 square feet	do	Do.
July 5, 1907	One-third interest in 29 acres, 140 perches	do	Do.
May 8, 1908	One-fourth interest in 29 acres, 140 perches	do	Do.
Dec. 23, 1899	One-third interest in 29 acres, 140 perches	do	Do.
July 22, 1901	1 acre	do	Do.
July 5, 1907	14 acres, 109.5 perches	do	Do.
Oct. 5, 1907	One and one-half acres	do	Do.
May 28, 1902	One-twenty-fourth interest in 114 acres, 92 perches	do	Do. b
	Total area, 2,800.52 acres.		Do.

a Deed conveys surface and coal. c Deed conveys two-thirds of coal underlying surface.
b Deed conveys only surface.

GOVERNMENT EXHIBIT No. 72.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Anthracite producers who have engaged to sell the output of their collieries to the D. L. & W. R. R. Co. under standing contracts providing the same price basis as the 65 per cent contracts, and the tonnage purchased during the year 1907.

	Long tons.[a]
Peoples' Coal Co.	109,993.06
Clear Spring Coal Co.	188,520.09
Price-Pancoast Coal Co.	221,516.07
Mount Lookout Coal Co. (controlled by Temple Iron Co)	112,080.13
Lackawanna Coal Co. (" " " " ")	159,396.12
Geo. F. Lee Coal Co.	56,382.07
North End Coal Co.	67,409.05
Total	915,298.19

Anthracite producers who have not engaged to sell their output under standing contracts, but did sell some part thereof at the mines upon the price basis provided in said contracts, and the tonnage purchased from them by the D. L. & W. R. R. Co. during the year 1907.

	Long tons.[a]
Kingston Coal Co.	144,860.17
Carney & Brown	40,704.04
Mount Jessup Coal Co.	36,000.14
Elliott, McClure & Co.	22,791.13
	244,357.08

Anthracite producers mining through their own collieries, but for the Delaware, Lackawanna & Western R. R. Co., coal belonging to the latter, and the amount so mined in the year 1907.

	Long tons.[a]
Kingston Coal Co.	425,854.14

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 73.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Statement of anthracite coal purchased from coal operators each month from November 1, 1900, to May 1, 1908, under contracts, upon the same price basis as that provided in the 65 per cent contracts, so called.[a]

Date.	Sizes.											
	Lump.	Steamboat.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
1900.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
November	.....	749.18	5,721.13	14,337.05	32,092.18	25,523.08	12,307.08	12,214.08	169.14	.....	.....	103,116.12
December	.....	646.07	2,725.01	13,698.18	27,005.15	20,668.16	9,041.05	10,744.18	222.00	.....	.....	84,753.00
Total	.....	1,396.05	8,446.14	28,036.03	59,098.13	46,192.04	21,348.13	22,959.06	391.14	.....	.....	187,869.12
1901.												
January	.....	824.19	3,081.11	15,921.04	33,614.04	26,542.14	11,035.10	13,896.06	122.16	.....	.....	105,039.04
February	.....	.....	2,064.05	11,374.18	21,120.08	17,383.03	7,518.11	10,846.04	52.16	.....	.....	70,360.05
March	.....	.....	5,624.15	1[illegible]7.09	29,060.16	25,107.05	10,848.12	12,716.01	.....	.....	.....	97,944.18
April	.....	1,420.08	1,681.09	10,186.06	20,917.06	17,587.19	9,228.15	10,283.14	.....	.....	.....	71,305.17
May	.....	872.03	4,375.10	17,135.09	28,308.17	25,331.02	14,075.08	14,931.17	.....	.....	.....	105,030.06
June	.....	.....	3,664.07	14,480.01	21,738.13	18,371.12	10,215.08	10,831.15	.....	.....	.....	79,301.16
July	.....	224.00	6,784.19	12,755.18	21,052.05	18,724.00	9,869.11	10,536.1[illegible]	.....	.....	.....	79,947.10
August	.....	330.02	3,179.13	16,797.06	28,997.05	24,549.04	11,475.02	13,177.09	.....	.....	.....	98,506.01
September	17.10	.....	2,943.01	16,173.15	29,226.10	24,406.00	11,378.11	12,152.18	.....	.....	.....	96,298.05
October	.....	.....	1,780.09	17,414.13	29,423.06	26,074.00	10,972.17	14,083.14	22.07	.....	.....	99,771.06
November	.....	.....	3,514.10	21,860.15	28,712.04	24,956.07	10,090.14	14,480.03	.....	.....	.....	103,614.13
December	.....	.....	1,592.14	19,170.15	22,768.15	18,562.11	8,104.15	10,140.05	.....	.....	.....	80,339.15
Total	17.10	3,671.12	40,287.03	187,858.09	314,940.09	267,595.17	124,813.14	148,077.03	197.19	.....	.....	1,087,459.16
1902.												
January	.....	.....	6,415.11	23,671.13	32,341.18	28,865.17	11,826.17	13,287.17	.....	.....	.....	116,409.13
February	.....	.....	4,291.16	18,010.17	22,228.14	19,859.02	5,277.00	10,686.01	65.00	.....	.....	80,418.10
March	.....	679.08	5,533.18	20,331.10	29,567.13	25,601.03	10,580.07	12,200.06	21.14	.....	.....	104,515.19
April	.....	221.14	4,596.13	21,753.12	30,168.14	26,270.04	12,451.18	16,815.16	262.03	.....	.....	112,540.14
May	.....	.....	3,020.18	7,782.06	12,524.11	11,348.19	3,721.00	5,386.03	90.02	.....	.....	43,873.19
June	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
August	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
September	.....	.....	.....	206.01	1,079.04	145.03	20.17	25.17	.....	.....	.....	1,477.02
October	.....	.....	.....	161.05	503.10	234.00	.....	.....	.....	.....	.....	898.15
November	.....	.....	1,042.01	3,213.13	3,718.11	3,326.03	879.19	1,532.00	.....	.....	.....	13,712.07
December	.....	.....	8,977.15	23,237.03	26,399.18	24,664.14	9,814.16	13,430.03	635.02	60.05	267.12	107,487.08
	.....	.....	7,645.19	20,336.15	21,916.12	19,769.18	8,377.00	12,100.14	224.18	.....	.....	90,371.16
Total	.....	901.02	41,524.11	138,704.15	180,449.05	160,085.03	62,949.14	85,464.17	1,298.19	60.05	267.12	671,706.03

1903.												
January			9,482.11	29,228.02	36,063.15	33,871.15	13,830.19	10,341.05	176.06	489.03		133,483.16
February			8,580.15	20,798.15	26,987.12	24,654.12	10,201.17	8,920.11	280.00	543.04		100,967.06
March		605.04	8,278.06	16,466.03	22,323.02	20,295.17	10,319.18	10,730.12	262.02	264.17		89,546.01
April			7,984.14	22,385.09	28,129.00	27,736.01	14,316.08	14,540.02	1,079.19	402.07		116,574.00
May			5,971.12	22,894.19	30,227.07	29,861.03	17,303.18	15,352.13	1,318.19	526.07		123,466.18
June			6,943.13	22,377.15	29,253.00	25,909.11	16,388.03	15,861.04	1,199.06	479.02		118,411.14
July			6,167.18	25,210.18	33,545.19	31,003.05	19,742.15	18,308.08	1,363.12	489.09		135,832.04
August			140.06	23,328.12	30,570.04	25,023.19	14,593.08	16,304.10	1,434.15	504.01		111,899.15
September			545.01	22,771.06	30,889.10	27,481.12	15,493.13	16,602.03	1,040.15	311.14		115,135.14
October				15,287.07	19,872.18	17,625.05	8,206.01	9,030.02	248.10			70,270.03
November				19,126.02	29,184.10	24,368.17	13,315.16	16,161.08	457.11	91.08		102,705.12
December			378.06	17,529.09	30,976.06	24,949.19	11,452.17	16,441.06	291.13	17.10		102,037.06
Total		605.04	54,473.02	257,404.17	348,033.03	312,781.16	165,165.13	168,594.04	9,153.08	4,119.02		1,320,330.09
1904.												
January				16,953.17	29,400.07	28,066.17	9,994.18	11,095.18	154.11			95,666.08
February				16,867.05	28,943.17	27,761.03	9,914.05	12,995.14	118.13			96,600.17
March			195.07	13,539.19	21,168.00	20,702.07	9,532.08	9,133.04	25.16			74,297.01
April			3,721.18	19,104.07	24,356.10	21,178.12	9,451.17	13,910.15	520.18			92,224.17
May			1,393.10	23,954.10	28,724.04	28,232.07	16,272.13	19,618.19	813.04	68.00		119,077.07
June				20,009.00	25,894.11	24,553.11	10,605.14	17,096.19	1,144.13	159.06		99,463.14
July			55.07	21,768.08	24,965.15	23,773.19	14,337.13	18,649.07	1,340.04	739.08		105,630.01
August				13,373.14	19,282.17	15,914.08	8,791.17	12,908.00	800.06	117.06		71,188.08
September				15,063.14	24,156.00	20,886.01	10,688.02	16,143.18	953.05	518.05		88,409.05
October				20,340.17	30,748.04	25,888.03	11,013.14	19,255.19	1,559.04	1,574.05		110,380.06
November				22,599.17	35,872.17	29,652.00	12,315.19	22,081.02	1,057.13	1,650.17		125,230.05
December				14,696.04	29,716.09	24,679.04	8,564.06	14,024.10	722.17	1,665.00		94,068.10
Total			5,366.02	218,271.12	323,209.11	291,288.12	131,483.06	186,914.05	9,211.04	6,492.07		1,172,236.19
1905.												
January				12,822.00	27,504.08	23,273.12	9,672.07	13,658.04	138.12	67.18		87,137.01
February				18,332.19	25,819.18	20,819.10	8,506.04	11,776.05	359.00	88.02		85,701.18
March				23,189.04	32,614.10	27,303.06	15,952.07	15,311.01	861.14	72.18		115,305.00
April			1,392.05	20,585.14	28,405.10	24,775.04	14,211.15	15,764.09	2,992.01	269.10		108,396.08
May			1,858.07	25,661.05	35,328.05	31,383.05	19,257.01	24,053.02	2,943.14	479.16		140,964.15
June			1,254.14	18,235.18	26,308.09	23,865.12	13,365.14	18,982.01	2,044.09	756.05		104,813.02
July			1,947.10	18,813.12	22,866.16	22,043.16	12,190.08	13,053.19	1,464.13	225.11		92,605.05
August			2,311.04	18,763.19	23,034.14	20,044.04	11,063.10	12,110.18	1,334.03	373.14		89,036.06
September			1,451.01	22,141.07	31,002.11	28,815.07	13,039.02	16,109.03	1,007.17	275.12		113,842.00
October	572.16	511.05	*519.07*	19,610.01	23,492.10	22,308.06	5,637.12	13,846.00	480.03	159.14		86,299.00
November	938.19	638.19	1,997.06	24,500.05	29,374.04	28,709.14	9,490.16	17,844.16	374.01	521.11		114,390.11
December	*1,052.08*	378.11	1,651.00	17,290.01	25,950.00	21,552.02	4,757.01	12,044.15	367.14	79.11		83,038.07
Total	479.07	1,528.15	13,544.00	239,946.05	331,701.15	294,893.18	137,143.17	184,554.13	14,368.01	3,370.02		1,221,530.13

a Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 73.—*Delaware, Lackawanna and Western Railroad Company.—Statement of anthracite coal purchased from coal operators each month from November 1, 1900, to May 1, 1908, etc.*[a]—Continued.

Date.	Sizes.											
	Lump.	Steamboat.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
1906.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January	*1,142.04*	49.07	*776.15*	18,231.04	27,219.12	23,460.14	7,728.05	16,674.19	761.09	583.12	.....	92,890.03
February	*306.08*	.....	145.14	14,367.19	20,886.15	17,507.01	4,137.02	10,909.12	566.19	565.14	.....	68,720.08
March	*1,855.12*	509.13	192.09	24,791.09	31,062.02	25,264.12	6,562.11	15,761.07	830.17	372.15	.....	104,114.03
April	.....	.....	.....	219.02	1,133.06	338.05	.....	.....	.....	.....	.....	1,690.13
May	.....	.....	*1,165.19*	11,387.17	13,424.14	12,862.00	5,988.11	8,548.01	950.14	256.09	.....	52,251.07
June	*2,018.04*	.....	1,299.05	18,705.05	20,464.18	19,306.01	10,902.08	17,908.01	2,762.12	1,194.02	.....	90,524.08
July	*1,872.15*	15.10	*30.10*	19,761.07	24,388.13	27,063.02	13,563.09	21,633.08	2,367.09	648.11	.....	107,538.04
August	*3,201.05*	12.14	*877.11*	20,678.11	23,024.10	21,967.19	11,804.06	18,265.06	2,096.17	746.19	.....	94,518.08
September	*2,949.17*	14.07	*1,026.15*	21,795.02	23,733.16	23,181.14	10,361.05	18,300.00	1,876.01	724.12	.....	96,010.05
October	*5,165.05*	.....	*921.18*	19,550.02	20,621.06	20,222.18	8,917.16	15,621.00	1,516.13	457.01	.....	82,819.15
November	.....	.....	864.00	21,674.02	23,317.06	22,610.16	9,616.16	13,339.11	244.11	333.06	.....	92,000.08
December	.....	.....	935.15	16,324.17	17,225.17	13,683.10	6,186.15	7,877.06	79.08	148.02	.....	62,461.10
Total	*15,949.06*	601.11	*1,303.05*	207,486.17	246,502.15	227,468.12	95,769.04	164,838.11	14,053.10	6,131.03	.....	945,539.12
1907.												
January	.....	.....	939.12	20,865.06	23,643.18	21,693.05	9,376.13	11,386.03	1,218.00	103.04	.....	89,226.01
February	.....	.....	1,162.16	13,910.05	16,858.06	16,544.18	7,682.11	8,631.00	1,227.13	55.13	.....	66,073.02
March	.....	.....	1,070.19	21,138.00	25,891.06	25,755.19	11,234.14	14,631.00	1,768.06	149.02	.....	101,639.06
April	.....	.....	967.03	10,413.08	12,810.16	11,480.08	6,967.17	10,257.00	311.13	186.09	.....	53,394.14
May	.....	.....	1,112.12	17,757.01	21,532.08	20,653.04	14,721.16	15,789.10	527.17	858.04	.....	92,952.12
June	.....	.....	873.19	12,934.12	14,577.12	13,023.02	11,072.13	9,261.07	165.03	761.18	.....	62,670.06
July	.....	.....	962.13	14,223.17	15,807.06	13,592.07	10,511.01	9,538.00	443.17	747.17	.....	65,826.18
August	.....	.....	1,173.08	19,853.06	22,272.10	21,504.15	11,572.09	13,102.02	445.11	516.17	.....	90,440.18
September	.....	.....	1,287.02	15,497.05	17,055.11	16,817.16	11,194.14	11,977.02	459.04	297.18	.....	74,586.12
October	.....	.....	1,175.14	16,863.05	17,062.14	14,384.10	11,542.08	10,639.14	339.09	385.03	.....	72,392.17
November	.....	.....	1,155.07	19,467.02	20,160.04	18,242.01	10,535.04	11,261.00	52.19	204.17	.....	81,078.14
December	.....	.....	913.01	16,195.07	16,671.09	12,986.17	9,727.09	8,364.09	23.01	135.06	.....	65,016.19
Total	.....	.....	12,794.06	199,118.14	224,344.00	206,679.02	126,139.09	134,838.07	6,982.13	4,402.08	.....	915,298.19
1908.												
January	.....	.....	1,099.17	20,688.00	23,299.12	20,923.03	11,733.06	13,937.02	98.11	139.18	.....	91,919.09
February	.....	.....	1,212.17	15,206.14	16,387.15	12,845.19	9,220.11	9,981.10	142.10	132.04	.....	65,150.00
March	.....	.....	1,108.00	20,409.06	23,651.10	23,245.06	15,942.17	15,818.15	568.11	441.17	.....	101,186.02
April	.....	.....	733.12	12,354.07	14,242.00	13,750.01	7,006.03	8,630.02	341.08	771.16	.....	57,829.09
Total	.....	.....	4,154.06	68,658.07	77,580.17	70,764.09	43,902.17	48,367.09	1,151.00	1,505.15	.....	316,085.00

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SUMMARY OF TOTALS.

[Coal purchased under contract on same price basis as that provided in the 65 per cent contracts, so called.]

November 1 to December 31, 1900	.....	1,396.05	8,446.14	28,036.03	59,098.13	46,192.04	21,348.13	22,959.06	391.14	.....	.....	187,869.12
January 1 to December 31, 1901	17.10	3,671.12	40,287.03	187,858.09	314,940.09	267,595.17	124,813.14	148,077.03	197.19	.....	.....	1,087,459.16
January 1 to December 31, 1902	.....	901.02	41,524.11	138,704.15	180,449.05	160,085.03	62,949.14	85,464.17	1,298.19	60.05	267.12	671,706.03
January 1 to December 31, 1903	.....	605.04	54,473.02	257,404.17	348,033.03	312,781.16	165,165.13	168,594.04	9,153.08	4,119.02	.....	1,320,330.09
January 1 to December 31, 1904	.....	.....	5,366.02	218,271.12	323,209.11	291,288.12	131,483.06	186,914.05	9,211.04	6,492.07	.....	1,172,256.19
January 1 to December 31, 1905	479.07	1,528.15	13,544.00	239,946.05	331,701.15	294,893.18	137,143.17	184,554.13	14,368.01	3,370.02	.....	1,221,530.13
January 1 to December 31, 1906	*15,949.06*	601.11	*1,868.05*	207,486.17	246,502.15	227,468.12	95,769.04	164,838.11	14,053.10	6,131.03	.....	945,539.12
January 1 to December 31, 1907	.....	.....	12,794.06	199,118.14	224,344.00	206,679.02	126,139.09	134,838.07	6,982.13	4,402.08	.....	915,298.19
January 1 to April 30, 1908	.....	.....	4,154.06	68,658.07	77,580.17	70,764.09	43,902.17	48,367.09	1,151.00	1,505.15	.....	316,085.00
Grand total	*15,452.09*	8,704.09	179,226.19	1,545,485.19	2,105,860.08	1,877,749.13	908,716.07	1,144,608.15	56,808.08	26,081.02	267.12	7,838,057.03

GRAND TOTAL.

Purchased on contract	*15,452.09*	8,704.09	179,226.19	1,545,485.19	2,105,860.08	1,877,749.13	908,716.07	1,144,608.15	56,808.08	26,081.02	267.12	7,838,057.03
Purchased without contract	*31,559.06*	*14,118.10*	5,029.04	288,718.01	468,353.13	340,886.00	184,454.12	259,010.19	36,719.19	34,056.13	.....	1,571,556.05
Total	*47,011.15*	*5,409.01*	184,256.03	1,834,204.00	2,574,214.01	2,218,635.13	1,093,170.19	1,403,619.14	93,528.07	60,137.15	267.12	9,409,613.08

a Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 74.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Statement of long tons of anthracite coal, in sizes, purchased upon the price basis provided in the 65 per cent contracts, so-called, and shipped to New York Harbor (Hoboken) to be put on board vessel, each month of calendar year 1907.[a], [b]

PURCHASED FROM PEOPLE'S COAL COMPANY.

Month.	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January				168.12	75.17						244.09
February				165.00							165.00
March				387.03	150.01	160.19					698.03
April				132.03		179.17					312.00
May						404.19	21.13				426.12
June						237.18	134.15	20.15			393.08
July						236.00					236.00
August					27.12	180.10	59.17				267.19
September											
October			36.10								36.10
November							58.18				58.18
December			629.00	1,312.09	544.01						2,485.10
Total			665.10	2,165.07	797.11	1,400.03	275.03	20.15			5,324.09

PURCHASED FROM CLEAR SPRING COAL COMPANY.

January						507.19	421.15				929.14
February						470.06	289.03				759.09
March						598.17	360.06				959.03
April											
May						278.18	350.15				629.13
June						190.13	797.08				988.01
July						751.19	107.05				859.04
August						105.17	155.19				261.16
September						18.13	354.03				372.16
October							154.15				154.15
November						536.19	300.12				837.11
December						28.15	196.06				225.01
Total						3,488.16	3,488.07				6,977.03

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PURCHASED FROM PRICE-PANCOAST COAL COMPANY.

January		127.13	1,637.01	3,209.00	1,642.17	547.05	201.02				7,364.18
February		231.03	1,994.11	1,957.09	2,029.15	1,266.01	551.00				8,029.19
March		455.06	2,526.09	3,847.04	1,498.07	598.06	739.16				9,665.08
April		226.18	2,169.03	2,459.05	1,182.19	800.19	307.01				7,146.05
May		568.04	2,847.05	3,408.10	1,372.12	1,851.08	701.18				10,749.17
June		331.07	2,593.04	2,321.00	1,102.06	1,533.12	650.13				8,592.02
July			2,161.16	2,402.18	871.00	1,603.10	432.03				7,471.07
August		377.19	1,923.16	4,088.12	705.19	1,080.10	447.08				8,624.04
September		373.16	1,518.14	1,826.19	699.02	1,955.11	1,168.06				7,542.08
October		262.19	1,791.01	2,951.18	988.05	1,569.05	676.14				8,240.02
November		278.12	1,118.08	2,910.07	846.14	1,297.00	171.15				6,622.16
December		214.19	1,874.19	2,140.09	772.17	1,487.01	674.10				7,164.15
Total		3,448.16	24,156.07	33,523.11	13,772.13	15,590.08	6,722.06				97,214.01

PURCHASED FROM TEMPLE IRON CO. (MOUNT LOOKOUT COLLIERY).

January			106.01	55.11		730.04	688.12	396.04			1,976.12
February											
March						657.15	555.03	200.17			1,413.15
April											
May					75.09	708.19	528.13	21.13			1,334.14
June											
July											
August						37.05	162.09				199.14
September						176.14	156.02				332.16
October											
November						133.03	171.16				304.19
December											
Total			106.01	55.11	75.09	2,444.00	2,262.15	618.14			5,562.10

[a] Of the tonnage shown in this exhibit that purchased from People's Coal Co., Clear Spring Coal Co., Price-Pancoast Coal Co., Temple Iron Co. (Mount Lookout colliery), Temple Iron Co. (Lackawanna colliery), and North End Coal Co. was purchased under written contracts commonly called 65 per cent contracts, while that purchased from Kingston Coal Co. (Kingston No. 2 colliery), Kingston Coal Co. (Kingston No. 4 colliery), Carney & Brown, Mount Jessup Coal Co., Geo. F. Lee Coal Co., and Elliott, McClure & Co. was not purchased under written contract, but from time to time as offered for sale and upon the same price basis as that provided in the 65 per cent contracts, so-called.

[b] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 74.—*Delaware, Lackawanna and Western Railroad Company.—Statement of long tons of anthracite coal, in sizes, purchased upon the price basis provided in the 65 per cent contracts, so-called, and shipped to New York Harbor (Hoboken) to be put on board vessel, each month of calendar year 1907 a*—Continued.

PURCHASED FROM TEMPLE IRON CO. (LACKAWANNA COLLIERY).

Month.	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January			704.06	2,487.05	1,902.09	718.19	917.09	492.12			7,222.60
February			1,181.15	2,171.14	2,276.14	985.19	957.13	682.19	55.13		8,312.07
March			1,232.12	2,768.06	1,233.03	1,082.11	617.10	1,002.05	28.00		7,964.07
April			752.14	1,227.11	1,186.03	849.16	1,491.07	94.04			5,601.15
May			586.03	880.03	646.11	353.07	709.01	38.00	51.06		3,264.11
June			561.04	608.01	753.16	350.07	386.01	38.02	49.05		2,746.16
July			652.09	1,008.15	1,089.13	865.02	482.15	226.00	56.17		4,381.11
August			27.11	1,551.09	132.16	586.09	383.06	64.11	64.07		2,810.09
September			77.18	956.06	78.01	774.15	773.18	196.10			2,856.08
October				2,173.15	317.11	568.14	464.01	37.02			3,541.03
November			76.01	1,282.12	113.13	507.14	425.08				2,405.08
December			1,049.03	1,691.14	781.02	882.07	272.09				4,676.15
Total			6,901.16	18,807.11	10,511.12	8,506.00	7,880.18	2,871.05	305.08		55,784.10

PURCHASED FROM NORTH END COAL CO.

January			27.05		26.11						53.16
February											
March											
April				12.02							12.02
May									26.17		26.17
June							21.15		301.03		322.18
July									425.03		425.03
August				43.02		27.03			176.04		246.09
September									118.07		118.07
October									130.03		130.03
November									96.09		96.09
December											
Total			27.05	55.04	26.11	27.03	21.15		1,274.06		1,432.04

PURCHASED FROM KINGSTON COAL CO. (KINGSTON No. 2 COLLIERY).[b]

January	286.07	403.14	2,816.04	7,653.08	2,225.18	642.19	1,505.08				15,533.18
February		217.06	2,809.09	5,189.18	1,099.02	576.13	1,085.18				10,978.06
March	496.06	485.09	963.00	4,659.19	1,207.16	507.02	1,514.19	193.17			10,028.08
April	241.04	44.00	5,450.05	9,317.08	830.01	319.13	1,108.13	271.06			17,582.10
May		74.13	3,860.01	9,358.01	423.16	189.03	2,020.05	236.12			16,162.11
June		56.18	2,053.04	9,423.10	1,308.19	344.02	1,509.09	275.10			14,971.12
July			780.14	1,320.15	584.14		1,041.01	243.09			3,970.13
August		55.01	1,581.01	2,704.11	1,555.07	1,065.18	1,066.19	446.06			8,475.03
September			1,755.10	3,356.08	1,918.05	1,590.19	853.15	535.04			10,016.01
October			4,565.03	8,481.12	4,241.16	960.00	964.15	630.17			19,744.03
November			4,649.07	5,638.10	4,562.03	1,189.19	651.01	104.14			16,795.14
December		567.17	4,569.06	10,376.07	3,975.03	1,587.03	572.09				21,648.05
Total	1,023.17	1,904.18	35,853.04	77,480.07	23,933.00	8,979.11	13,794.12	2,937.15			165,907.04

PURCHASED FROM KINGSTON COAL CO. (KINGSTON No. 4 COLLIERY).

January		117.03	155.06	389.00	272.19	454.11	307.17	28.07			1,725.03
February		450.10	221.13	120.02		388.17	203.00				1,384.02
March		430.15	75.13	26.16	77.08	332.19	423.00				1,366.11
April			87.03	155.11		232.05	29.06				504.05
May		38.00	273.13	155.00			356.03	26.18			849.14
June			76.00	224.13	100.07		56.07	23.01			480.08
July											
August											
September											
October				79.09	38.00	63.04					180.13
November						36.03					36.03
December											
Total		1,036.08	889.08	1,150.11	488.14	1,507.19	1,375.13	78.06			[a] 6,526.19

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

[b] A portion of this coal consists of coal mined by the Kingston Coal Co. for the D., L. & W. R. R. Co. under a mining contract, and there is no way of separating the coal so mined from that purchased outright by the D., L. & W. R. R. Co. from the Kingston Co.; so both classes are included in the tonnage given.

GOVERNMENT EXHIBIT No. 74.—*Delaware, Lackawanna and Western Railroad Company.—Statement of long tons of anthracite coal, in sizes, purchased upon the price basis provided in the 65 per cent contracts, so-called, and shipped to New York Harbor (Hoboken) to be put on board vessel, each month of calendar year 1907* [a]—Continued.

PURCHASED FROM CARNEY & BROWN.

Month.	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January			75.09	1,165.08	524.09	120.17	35.19				1,922.02
February			122.14	1,202.09	500.14	63.02	39.05				1,928.04
March			145.08	1,249.03	251.15	240.09	21.02				1,907.17
April			85.10	1,118.17	128.19	155.15	25.12				1,514.13
May			137.13	1,300.15	608.16	376.05	62.09				2,485.18
June											
July			139.13	1,151.16	505.06	351.07	36.14				2,184.16
August			64.00	625.06		143.16					832.02
September			37.04	1,159.07	362.16	281.06	75.10				1,916.03
October			70.19	1,178.14	443.19	93.01	105.06				1,891.19
November			77.02	937.17	178.00	37.04					1,230.03
December			38.00	1,295.17	154.00						1,418.17
Total			993.12	12,316.09	3,658.14	1,863.02	401.17				19,233.14

PURCHASED FROM MOUNT JESSUP COAL COMPANY.

January			630.18	1,494.14	659.08	507.13	334.04		177.07		3,804.04
February											
March											
April											
May											
June											
July											
August											
September				271.15		127.02	38.09	112.06	37.14		587.06
October			79.19	1,475.07	170.11	466.14	334.16	74.12	176.13		2,778.12
November			313.13	1,458.10	464.11	377.12	257.14		103.13		2,975.13
December			1,058.17	1,308.03	888.08	298.09	335.18				3,889.15
Total			2,083.07	6,008.09	2,182.18	1,777.10	1,301.01	186.18	495.07		14,035.10

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PURCHASED FROM GEO. F. LEE COAL CO.

January			183.01	515.03	61.11	117.06	155.05				1,032.06
February			417.18	473.19		187.18	310.03				1,389.18
March			336.00	137.17	78.12	449.15	688.01				1,690.05
April				322.08		56.09	83.11		64.13		527.01
May				936.02		28.03	179.06		433.15		1,577.06
June				710.18		27.11	83.01	21.00	333.05		1,175.15
July							140.00	103.00	226.12		469.12
August			57.07		112.11	71.04	145.17	76.00	211.12		674.11
September				22.08		124.13	237.05	74.12	151.07		610.05
October			56.12	99.17	28.11	80.05	54.00	70.08	255.00		644.13
November				28.00		182.00	145.12		82.18		438.10
December				56.19		76.05	138.15		49.05		321.04
Total			1,050.18	3,303.11	281.05	1,401.09	2,360.16	345.00	1,808.07		10,551.06

PURCHASED FROM ELLIOTT, McCLURE & CO.

January											
February											
March											
April											
May											
June						35.12	22.10				58.02
July							38.10	27.18			66.08
August						202.02	102.19	92.12	120.00		517.13
September						53.00	37.06	269.09	313.00		672.15
October						73.12	113.14	178.15	313.06		679.07
November						128.10	81.02	269.00	91.00		569.12
December						26.07	27.04	153.15	88.02		295.08
Total						519.03	423.05	991.09	925.08		2,859.05

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 75.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Statement of total long tons in sizes of anthracite coal (whether produced, purchased, or otherwise acquired) shipped by the Delaware, Lackawanna and Western Railroad Company over the Delaware, Lackawanna and Western Railroad to New York Harbor (Hoboken) to be put on board vessel, each month from November 1, 1900, to May 1, 1908.[a]

Date.	Lump.	Steamboat.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
1900.												
November			13,669.18	13,315.16	28,275.04	13,739.08	14,469.13	12,624.12	8,268.18	2,101.12		106,465.01
December			16,532.16	19,534.17	49,582.15	23,796.16	14,778.14	10,469.16	10,930.09	4,025.16		149,651.19
			30,202.14	32,850.13	77,857.19	37,536.04	29,248.07	23,094.08	19,199.07	6,127.08		256,117.00
1901.												
January			15,761.10	14,297.02	62,515.02	13,166.03	14,245.19	13,617.07	13,321.05	5,188.04		152,112.12
February			13,182.13	23,544.04	44,056.18	14,832.00	11,650.09	11,061.15	9,857.17	3,779.01		131,964.17
March			28,562.04	21,683.04	52,140.00	24,719.03	11,420.01	11,592.14	6,352.12	11,422.05		167,892.03
April			10,138.01	12,938.10	39,749.01	10,128.13	10,124.18	9,200.12	12,998.13	13,357.07		118,635.15
May			13,421.16	8,053.09	27,566.11	17,519.13	27,039.05	15,858.13	11,230.17	7,966.07		128,646.11
June			13,097.19	7,053.09	20,782.17	6,667.15	18,706.08	9,259.06	5,388.06	13,439.06		94,485.06
July			15,302.07	6,840.14	25,897.09	8,424.10	10,120.10	12,746.10	7,285.02	21,589.15	21.11	108,228.08
August			10,100.15	8,291.15	30,200.18	9,473.07	24,482.04	24,921.05	13,137.00	24,277.01		144,884.15
September			6,482.07	5,499.09	17,830.18	6,600.03	22,184.12	16,231.16	7,274.15	26,550.02		108,654.02
October			6,227.16	10,100.02	26,633.12	19,403.03	14,180.15	22,770.09	6,419.00	19,219.00	23.10	124,977.16
November			10,883.04	9,751.12	49,308.00	13,002.06	15,725.11	13,683.08	11,031.04	20,776.03		144,161.06
December	114.10		9,628.13	15,654.02	47,317.18	15,904.12	6,859.17	10,835.19	12,036.14	21,052.02		139,394.07
	114.10		152,789.05	143,707.12	443,999.04	159,841.08	186,830.09	171,779.12	116,323.05	188,606.15	45.10	1,564,037.10
1902.												
January	*114.10*		28,858.02	23,842.01	37,193.18	22,459.06	16,656.04	11,432.09	14,908.15	23,732.05		178,968.10
February	*258.11*		11,609.14	11,852.01	27,043.00	12,715.10	4,184.15	5,037.12	11,117.09	15,365.15		99,184.07
March	*258.11*		16,783.02	12,258.00	40,377.19	18,928.08	19,021.09	13,938.15	11,132.19	22,517.16		154,699.17
April			14,731.08	11,452.13	51,214.18	21,531.05	21,601.16	16,029.08	16,238.07	30,136.04		182,935.19
May	*55.07*		2,783.05	7,510.15	18,355.07	3,927.06	3,220.11	4,745.01	2,059.14	9,753.17		52,411.03
June	*54.00*		*1,086.01*	*2,170.10*	*4,608.14*	*1,585.06*	30.02	*814.05*	*772.09*	4,074.16		*6,884.07*
July	*27.09*		*64.15*	*157.15*	2,701.16	*154.01*	157.14	1,889.03	3,855.12	9,991.04		18,211.11
August			448.12	1,724.08	*21.17*	823.16	6,122.12	3,950.09	14,135.04	585.16		27,769.00
September			48.18	315.02	359.02		3,005.01	5,113.00	17,811.11	25,652.18		52,305.12
October			2,508.08	3,196.07	6,797.06	6,888.08	2,728.13	4,328.11	12,860.02	39,965.11	39,185.15	118,459.01
November			4,797.13	13,817.15	26,310.17	19,206.15	24,241.18	17,976.15	13,557.08	45,048.12	*8,569.19*	156,387.14
December	*25.11*		8,744.04	21,456.18	40,966.13	27,234.00	20,945.11	8,504.08	16,806.08	31,218.01	*1,984.17*	173,863.15
	166.05		90,162.10	105,117.17	246,820.05	132,037.07	121,904.06	92,131.06	133,711.00	258,042.15	28,630.19	1,208,392.02

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1903.												
January	25.11	.....	12,769.03	28,718.04	47,447.13	33,718.11	31,200.13	13,394.16	28,336.00	55,020.10	*19.04*	250,611.17
February	.....	.....	10,820.08	19,249.09	52,270.07	24,286.19	9,839.06	6,318.10	12,815.04	18,725.06	.....	154,325.09
March	.....	.....	6,296.07	11,826.06	22,950.03	7,775.02	3,483.15	3,412.00	20,991.09	54,030.03	.....	130,765.08
April	.....	.....	10,880.02	12,189.00	44,011.13	21,522.17	14,516.00	11,128.08	11,625.08	28,296.09	.....	154,169.17
May	.....	.....	14,348.10	20,216.01	44,500.19	20,280.13	21,136.07	17,138.16	21,378.01	38,396.15	.....	197,396.02
June	.....	.....	14,809.15	21,017.13	46,950.08	16,556.04	21,994.12	22,893.09	8,319.13	33,537.03	805.00	186,883.17
July	.....	.....	14,181.18	20,984.11	45,108.11	10,240.05	12,488.14	26,445.02	15,910.07	36,393.06	550.15	182,303.09
August	.....	.....	11,164.00	9,715.19	23,355.00	5,546.04	18,742.14	18,565.04	19,112.16	42,302.16	.....	148,504.13
September	5,555.16	.....	5,708.19	9,627.16	25,800.07	9,061.10	15,541.10	20,259.00	4,631.10	40,470.17	.....	136,657.05
October	*553.08*	.....	6,691.08	9,770.05	36,265.18	14,491.05	10,287.05	8,488.16	14,794.00	52,986.02	118.15	153,355.06
November	.....	.....	6,597.10	8,883.15	37,723.15	19,572.01	16,495.14	21,485.02	12,776.07	42,131.04	24.10	165,689.18
December	.....	.....	5,779.06	16,649.13	44,522.04	27,690.17	19,855.04	13,762.12	26,152.15	44,760.06	1,271.18	200,444.15
	5,042.19	.....	120,047.06	188,848.15	470,906.18	210,742.08	195,581.14	183,291.15	196,843.10	487,050.17	2,751.14	2,061,107.16
1904.												
January	9,387.18	.....	9,507.01	21,246.14	45,396.07	22,750.17	13,716.14	13,231.08	20,782.02	42,665.04	2,688.17	201,373.02
February	4,150.08	.....	9,325.10	18,511.16	44,673.02	21,974.07	14,854.11	13,433.11	22,212.09	51,854.19	979.01	201,970.04
March	4,243.01	.....	6,767.02	14,606.03	28,738.07	11,398.06	13,870.15	14,139.01	20,854.13	85,833.10	457.15	200,908.13
April	313.00	.....	11,919.13	19,138.19	56,755.09	22,497.11	19,173.02	14,649.18	15,149.16	28,471.02	*580.16*	187,487.04
May	6,327.05	.....	11,236.17	15,776.08	61,329.11	14,415.10	8,768.12	7,395.13	3,264.10	49,919.09	452.14	178,886.09
June	7,363.11	.....	5,502.01	12,071.14	41,173.03	13,397.10	7,465.11	8,024.18	11,742.02	40,014.14	383.10	147,138.14
July	5,942.06	.....	3,467.11	8,263.01	30,267.11	7,816.17	8,062.17	7,506.08	8,199.16	41,714.01	579.06	121,819.14
August	5,079.11	.....	2,489.09	5,836.12	22,541.05	5,155.13	7,044.18	7,565.01	11,650.14	51,886.07	434.10	119,684.00
September	5,420.17	.....	2,403.11	3,824.09	12,546.12	10,690.15	13,286.11	13,629.18	11,568.06	50,298.12	272.00	123,911.11
October	6,149.18	.....	4,627.15	10,430.11	39,957.11	19,802.00	16,911.18	7,261.05	7,281.19	52,232.00	.....	164,654.17
November	7,637.18	.....	2,173.03	10,790.13	33,388.09	14,698.06	20,175.00	15,047.04	13,967.03	61,665.10	454.00	179,997.06
December	7,406.12	.....	5,785.07	12,738.14	56,552.05	25,717.01	18,801.13	18,577.14	7,390.03	45,743.15	.....	198,713.04
	69,422.05	.....	75,205.00	153,235.14	473,319.12	190,314.13	162,132.02	140,461.19	154,063.13	602,289.03	6,120.17	2,026,544.18
1905.												
January	8,512.01	.....	4,076.15	18,491.11	37,564.01	18,261.16	21,364.12	29,386.08	8,907.06	35,875.06	186.12	182,626.08
February	8,065.16	.....	8,142.15	21,479.00	45,886.08	21,816.08	28,031.01	39,572.12	9,913.19	50,670.16	.....	233,578.15
March	2,069.16	.....	3,064.09	17,025.00	53,746.02	17,321.09	19,645.11	17,557.15	16,110.05	64,551.10	392.18	211,484.15
April	3,255.16	.....	9,095.01	23,206.12	64,014.10	15,019.04	18,173.14	7,800.01	9,378.04	43,436.11	2,353.14	195,733.07
May	4,765.06	.....	6,214.11	26,522.18	61,929.06	16,711.08	18,022.19	11,798.12	*2,842.11*	41,646.08	1,498.02	186,146.19
June	3,872.05	.....	6,193.07	20,577.05	44,599.12	18,485.11	20,689.01	20,842.10	5,714.07	41,264.09	321.16	182,560.03
July	6,112.02	.....	3,925.07	7,899.06	22,389.05	3,077.03	14,843.07	5,965.09	7,971.05	51,870.12	199.16	124,253.12
August	6,903.14	.....	1,387.11	7,495.06	28,331.08	11,023.02	21,641.14	24,894.03	9,920.19	53,907.01	174.14	165,679.12
September	9,760.02	.....	2,892.15	8,071.19	35,423.05	14,881.10	18,867.00	10,925.13	12,481.15	61,262.14	621.15	175,188.08
October	7,555.19	.....	2,325.18	16,307.00	38,963.12	17,313.01	19,153.13	9,106.01	8,506.15	78,816.04	356.11	198,404.14
November	4,558.12	.....	4,073.09	11,652.11	49,963.01	19,125.06	21,719.00	16,557.14	20,056.16	75,426.06	61.00	223,193.15
December	9,082.07	.....	10,532.07	13,619.09	47,073.07	24,326.16	18,116.18	16,134.11	19,371.19	77,089.17	183.00	235,530.11
	74,513.16	.....	61,924.05	192,347.17	529,883.17	197,362.14	240,248.10	210,541.09	135,390.19	675,817.14	6,349.18	2,314,380.19

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 75.—*Delaware, Lackawanna and Western Railroad Company.—Statement of total long tons in sizes of anthracite coal (whether produced, purchased, or otherwise acquired) shipped by the Delaware, Lackawanna and Western Railroad Company, etc.*[a]—Continued.

Date.	Lump.	Steamboat.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Dust.	Total.
1906.												
January	5,868.09	.....	3,774.10	13,886.11	33,616.01	16,036.02	13,864.01	8,846.13	18,496.12	60,831.17	547.03	175,767.19
February	11,848.10	.....	11,939.09	18,152.10	38,909.02	14,813.15	10,235.03	20,327.00	14,469.03	59,103.00	149.12	190,947.04
March	7,508.03	.....	12,530.02	16,583.05	47,822.12	15,343.05	10,242.02	14,229.17	19,436.07	82,827.08	132.05	226,655.06
April	53.14	.....	*5,807.16*	*2,148.06*	*7,841.15*	*765.13*	*5,244.16*	5,285.05	9,449.05	36,249.04	923.08	34,152.11
May	*25.19*	.....	6,968.08	10,838.19	35,418.06	8,281.11	11,061.16	15,064.05	15,703.00	65,824.13	2,532.08	171,667.07
June	6,301.03	.....	4,943.19	14,755.15	56,308.01	12,891.11	7,320.19	18,568.08	11,074.04	38,107.08	*780.01*	169,491.07
July	7,941.18	.....	2,661.15	8,405.03	20,913.16	8,370.06	7,901.05	10,735.04	11,071.13	52,433.06	*540.00*	129,894.06
August	8,303.11	.....	3,631.08	10,248.06	22,618.06	9,565.07	13,001.01	20,341.14	15,376.15	60,413.08	705.14	164,245.10
September	6,130.13	.....	1,860.09	6,805.02	25,517.03	5,377.17	9,156.12	16,415.08	12,199.17	53,734.06	479.06	137,676.13
October	5,662.03	.....	3,414.18	9,539.19	43,285.13	19,672.16	19,053.09	20,066.01	16,515.13	67,312.01	710.02	205,232.15
November	8,002.11	35.00	4,410.12	14,222.10	47,923.10	20,009.01	8,089.19	13,883.01	15,347.16	76,599.05	180.11	208,703.16
December	7,725.17	.....	3,255.14	11,086.16	52,671.15	19,479.19	12,230.01	15,317.09	26,532.04	77,088.00	178.09	225,566.04
	75,320.13	35.00	55,583.08	132,416.10	417,162.10	149,075.18	118,911.12	179,080.05	185,672.09	730,523.16	5,218.17	2,049,000.18
1907.												
January	6,096.12	.....	2,430.08	11,933.08	50,210.10	22,187.01	9,742.17	20,069.04	37,248.03	95,717.06	1,287.03	256,922.12
February	7,396.17	.....	3,803.06	14,311.01	41,900.07	16,407.12	9,598.09	13,767.16	24,854.01	90,380.13	239.00	222,659.02
March	8,116.11	.....	7,439.12	11,097.15	37,522.03	15,399.02	9,808.11	21,428.18	30,671.16	87,142.17	1,043.08	229,670.13
April	3,670.06	.....	3,486.18	16,932.13	43,171.16	12,033.13	12,453.08	13,507.02	22,281.17	85,480.12	*917.04*	212,101.01
May	4,394.18	.....	5,751.14	14,658.17	52,899.17	13,311.14	6,448.05	16,189.12	10,533.15	99,408.09	*2,871.04*	230,725.17
June	1,299.02	.....	5,756.00	13,563.01	43,265.06	16,469.12	11,892.08	14,846.16	8,879.04	68,005.14	*1,506.10*	182,470.13
July	6,096.14	.....	3,973.09	7,504.19	19,721.03	12,009.13	9,789.08	10,077.00	27,432.15	75,265.19	7,293.10	179,164.10
August	5,958.08	.....	3,331.10	7,119.19	27,135.06	7,910.02	14,087.06	13,828.08	19,364.08	80,827.14	2.03	179,565.04
September	5,432.02	.....	1,877.14	5,667.12	19,325.13	7,975.12	8,889.16	13,301.10	21,497.12	85,856.17	*880.15*	169,503.13
October	2,937.04	.....	4,535.01	13,024.05	41,888.04	18,170.04	5,275.14	10,528.18	17,114.09	96,760.17	*519.11*	209,715.05
November	5,655.02	.....	3,171.11	10,003.12	37,978.07	15,958.19	12,232.17	11,803.08	23,353.11	96,033.09	407.01	216,597.17
December	5,408.01	.....	8,570.02	14,634.18	41,248.02	23,246.15	9,770.00	7,726.12	31,372.01	78,212.15	*102.07*	220,086.19
	62,461.17	.....	54,127.05	140,452.00	456,266.14	181,079.19	119,988.19	167,075.04	274,603.12	1,039,093.02	4,034.14	2,499,183.06
1908.												
January	4,982.13	.....	4,200.10	10,836.15	47,650.09	18,438.16	8,807.16	14,932.18	26,581.00	81,223.19	*823.12*	217,331.04
February	2,034.19	.....	4,890.00	14,236.02	36,712.08	17,522.06	11,963.07	13,261.14	23,428.02	55,607.08	*406.17*	179,249.09
March	3,012.07	.....	5,200.03	7,794.13	26,654.19	14,069.13	22,913.07	19,109.19	16,685.08	83,621.04	50.07	199,112.00
April	*22.02*	.....	4,185.10	15,447.04	42,711.11	15,661.12	11,857.18	12,022.09	20,783.05	64,722.10	*368.01*	186,994.16
	10,000.17	.....	18,476.03	48,314.14	153,729.07	65,692.07	55,542.08	59,327.00	87,477.15	285,175.01	*1,048.03*	782,687.09

PAGE BOUND

1900 (November and December)			30,202.14	32,850.13	77,857.19	37,536.04	29,248.07	23,094.08	19,199.07	6,127.08		256,117.00
1901	114.10		152,789.05	143,707.12	443,999.04	159,841.08	186,830.09	171,779.12	116,323.05	188,606.15	45.10	1,564,037.10
1902	*166.08*		90,162.10	105,117.17	246,820.05	132,037.07	121,904.06	92,131.06	133,711.00	258,042.15	28,630.19	1,208,392.02
1903	5,042.19		120,047.06	188,848.15	470,906.18	210,742.08	195,581.14	183,291.15	196,843.10	487,050.17	2,751.14	2,061,107.16
1904	69,422.05		75,205.00	153,235.14	473,319.12	190,314.13	162,132.02	140,461.19	154,063.13	602,269.03	6,120.17	2,026,544.18
1905	74,513.16		61,924.05	192,347.17	529,883.17	197,362.14	240,248.10	210,541.09	125,380.19	675,817.14	6,349.18	2,314,380.19
1906	75,320.13	35.00	55,583.08	132,416.10	417,162.10	149,075.18	118,911.12	179,080.05	185,672.09	780,523.16	5,218.17	2,049,000.18
1907	62,461.17		54,127.05	140,452.00	456,266.14	181,079.19	119,988.19	167,075.04	274,603.12	1,039,093.02	4,034.14	2,499,183.06
1908 (to April 30)	10,000.17		18,476.03	48,314.14	153,729.07	65,692.07	55,542.08	59,327.00	87,477.15	285,175.01	*1,048.08*	782,687.09
	296,710.14	35.00	658,517.16	1,137,291.12	3,269,946.06	1,323,682.18	1,230,388.07	1,226,782.18	1,293,285.10	4,272,706.11	52,104.06	14,761,451.18

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 76.

ERIE RAILROAD COMPANY.

Capital stock outstanding June 12, 1907:

Common	$112,378,900
First preferred	47,892,400
Second preferred	16,000,000
Total	176,271,300

Capital stock outstanding September 24, 1908: No change.

Directors, June 12, 1907.

N. B. Ream.	James J. Goodwin.
E. H. Harriman.	Ogden Mills.
H. McK. Twombly.	Francis Lynde Stetson.
Charles Steele.	Louis L. Stanton.
Wm. Pierson Hamilton.	J. G. McCullough.
J. N. Hill.	Alexander E. Orr.
G. A. Richardson.	Geo. F. Baker.
F. D. Underwood.	Wm. C. Lane.

The directors on September 24, 1908, were the same as on June 12, 1907.

Officers on June 12, 1907, and September 23, 1908.

Officers.	June 12, 1907.	September 23, 1908.
President	F. D. Underwood	F. D. Underwood.
Vice-president and general solicitor	G. F. Brownell	G. F. Brownell.
Vice-president	G. A. Richardson	G. A. Richardson.
Do	H. B. Chamberlain	H. B. Chamberlain.
Do	J. M. Graham	
Secretary	David Bosman	David Bosman.
Assistant secretary	J. E. Packer	J. E. Packer.
Comptroller	M. P. Blauvelt	M. P. Blauvelt.
Auditor	C. P. Crawford	C. P. Crawford.
Treasurer	D. W. Bigoney	D. W. Bigoney.
Assistant treasurer	W. B. Bancker	W. B. Bancker.

GOVERNMENT EXHIBIT No. 77.

ERIE RAILROAD COMPANY.

Anthracite tonnage transported to New York Harbor points f. o. b.[a]

	Long tons.
1905, July to December, inclusive	471,634.00
1906, January to December, inclusive	1,143,626.08
1907, January to December, inclusive	1,346,414.07
	2,961,674.15

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 78.

ERIE RAILROAD COMPANY.

	Net tons.	Revenue.
Total freight traffic, calendar year 1907	38,685,330	$34,580,865.80
Of which the following totals cover anthracite coal	9,065,270	10,566,307.86

GOVERNMENT EXHIBIT No. 79.

ERIE RAILROAD COMPANY.

Statement showing the name of each producer of anthracite coal whose collieries, or some of them, are located upon or reached via the lines operated or controlled by Erie Railroad Company.

Names of producers.	Names of collieries.
Pennsylvania Coal Co	No. 14 colliery.
	Ewen colliery.
	No. 6 colliery.
	No. 9 colliery.
	Barnum colliery.
	Central colliery.
	Old forge colliery.
	No. 5 colliery.
	Gipsy Grove colliery.
	No. 1 colliery.
	No. 6 washery.
Hillside Coal and Iron Co	Butler colliery.
	Consolidated colliery.
	Clifford colliery.
	Forest City colliery.
Temple Iron Co	Sterrick Creek colliery.
Green Ridge Coal Co	Green Ridge colliery.
Nay Aug Coal Co	Nay Aug No. 1 colliery.
	Nay Aug No. 2 colliery.
Spencer Coal Co	Spencer colliery.
Morss Hill Coal Co	Morss Hill colliery.
Robertson & Law	Katydid colliery.
Edgerton Coal Co	Edgerton washery.
Woodruff Bros	Woodruff washery.
Victor Coal Co	Victor washery.

GOVERNMENT EXHIBIT No. 80.

Hillside Coal and Iron Company.

OFFICERS.

President	F. D. UNDERWOOD.
Vice-president	G. A. RICHARDSON.
Secretary	DAVID BOSMAN.
Assistant secretary	J. E. PACKER.
Comptroller	M. P. BLAUVELT.
Auditor	C. P. CRAWFORD.
Treasurer	D. W. BIGONEY.
Assistant treasurer	W. B. BANCKER.

DIRECTORS.

Norman B. Ream.	F. D. Underwood.
J. G. McCullough.	G. A. Richardson.
G. F. Brownell.	C. S. Goldsborough.
W. A. May.	

CAPITAL STOCK.

Outstanding	$1,000,000
Owned by Erie Railroad Co	999,000

The holdings of Erie Railroad Company were acquired in 1895 along with other property of New York, Lake Erie and Western Railway Company.

GOVERNMENT EXHIBIT No. 81.

Pennsylvania Coal Company.

OFFICERS.

President	F. D. UNDERWOOD.
Vice-president	G. A. RICHARDSON.
Secretary	DAVID BOSMAN.
Assistant secretary	J. E. PACKER.
Comptroller	M. P. BLAUVELT.
Auditor	C. P. CRAWFORD.
Treasurer	D. W. BIGONEY.
Assistant treasurer	W. B. BANCKER.

DIRECTORS.

W. A. May.	G. A. Richardson.
J. G. McCullough.	G. F. Brownell.
Charles Steele.	F. D. Underwood.
G. F. Baker.	M. P. Blauvelt.
N. B. Ream.	

CAPITAL STOCK.

Outstanding	$5,000,000
Owned by Erie Railroad Co	4,977,500

The holdings of Erie Railroad Company were acquired in 1901.

GOVERNMENT EXHIBIT No. 82.

COAL LANDS OF HILLSIDE COAL AND IRON COMPANY AND ITS SUBSIDIARY COMPANIES, BUTLER MINE COMPANY (LIMITED), CLARENCE COAL COMPANY, FLORENCE COAL COMPANY (LIMITED), AND YATESVILLE COAL COMPANY.

(*a*) Total number of acres of land in the anthracite-producing area of Pennsylvania owned or held by lease or other tenure by—

	Acres.
Hillside Coal and Iron Co	11,645.1
Butler Mine Co. (Limited)	1,174
Clarence Coal Co	647
Florence Coal Co	None.
Yatesville Coal Co	None.
Total	13,466.1

(*b*) Date, amount, and general location of each separate acquisition of such lands since January 1, 1896:

Lands purchased by the Hillside Coal and Iron Company since January 1, 1896.

Grantor.	Date.	Amount.	Location.
		Acres.	
John Robertson et al	Dec. 26, 1901	32.00	Pittston township.

Lands leased by the Hillside Coal and Iron Company since January 1, 1896.

Lessor.	Date.	Amount.	Location.
		Acres.	
D. & H. Coal Co	June 23, 1904	9.3	Clinton township.
J. J. Williams and wife	July 1, 1900	65.0	Do.
John T. Everhart	Dec. 11, 1903	231.0	Pittston township.
Total		305.3	

GOVERNMENT EXHIBIT No. 83.

Number of acres of land in the anthracite-producing area of Pennsylvania leased to others by the Hillside Coal and Iron Company and the length of term of such leases.

Lessee.	Date.	Acres.	Term.	Location.
New York and Scranton Coal Co	Jan. 26, 1892	293.00	Perpetual	Blakely borough.
Elk Hill Coal Co	Mar. 1, 1902	277.00	do	Do.
Grassy Island Coal Co	June 14, 1887	700.00	do	Winton borough.
Temple Iron Co	May 24, 1902	200.00	Oct. 1, 1928	Blakely borough.
Do	do	430.00	Perpetual	Do.
William F. Dodge	Feb. 15, 1886	966.00	do	Jenkins township.
Total		2,866.00		

This does not include leases of surface lands only for purposes other than mining.

GOVERNMENT EXHIBIT No. 84.

COAL LANDS OF PENNSYLVANIA COAL COMPANY.[a]

(*a*) Total number of acres of land in the anthracite-producing area of Pennsylvania owned or held by lease or other tenure, 13,900.81 acres.

(*b*) Date, amount, and general location of each separate acquisition of such lands since January 1, 1896:

Lands purchased by the Pennsylvania Coal Company since January 1, 1896.

Grantor.	Date.	Amount.	Location.
		Acres.	
Theo. Strong et al. (lower split of Red Ash)	July 24, 1897	93.50	Pittston and Hughestown.
John Tishler and wife	Apr. 20, 1898	1.00	Hughestown.
Ellen Horan, executrix	Aug. 11, 1899	.73	Pittston.
John Nichols and wife (3 Dunmore veins)	Dec. 26, 1899	.639	Dunmore.
B. Harris	Oct. 18, 1899	.73	Pittston.
Eliza Schooley et al	Feb. 19, 1900	100.70	Exeter.
Ed. Bowkley	Apr. 19, 1900	.75	Pittston.
Newton Coal Mining Co. and J. E. Patterson	Mar. 31, 1900 Jan. 27, 1899	115.80	Do.
H. Augusta Mitchell	May 29, 1901	.59	Plains.
Wm. Sutphin and wife	Aug. 13, 1904	34.385	Hughestown.
Eliz. A. Dowd et al	Apr. 29, 1905	34.385	Do.
Barnum lot	Not recorded.	34.385	Do.
Total		417.514	

Coal lands leased by the Pennsylvania Coal Company since January 1, 1896.

Lessor.	Date.	Amount.	Location.
		Acres.	
Thos. Drake and wife	Mar. 26, 1896	2.15	Old Forge borough.
Robt. Savage	Mar. 22, 1898	4.5	Dunmore borough.
M. C. Simpson	Nov. 9, 1897	5.75	Do.
Sallie M. Andrews	Feb. 26, 1900	34.00	Exeterborough.
Eliz. A. Mosier	Feb. 28, 1900	58.00	Hughestown.
Sara E. Price	Dec. 17, 1903	17.19	Plains township.
Mary Griffiths et al	Feb. 27, 1905	2.05	Jenkins township.
J. M. Duane et al. (checker vein only; company owns balance)	Dec. 15, 1892	137.65	Pittston City.
Total		261.29	

[a] The Avoca Coal Company, the capital stock of which is owned by Pennsylvania Coal Co., holds under lease from Hillside Coal and Iron Co. certain coal lands in Pittston township, Luzerne County, which lands are included in the acreage of the last named company, Govt. Ex. No. 82.

GOVERNMENT EXHIBIT No. 85.

Number of acres of land in the anthracite-producing area of Pennsylvania leased to others by the Pennsylvania Coal Company, and the length of term of such leases.

Lessee.	Date.	Acres.	Term.	Location.
Temple Iron Co	July 2, 1900	3.00	Perpetual	East Wyoming.
John J. Gibbons	Aug. 28, 1901	26.4	Aug. 28, 1915	Dunmore.
W. R. Wilson	....do.....	32.3	Ten years	Dunmore borough.
Elk Hill Coal Co	Mar. 1, 1902	72.9	Perpetual	Scranton city.
Moosic Mountain Coal	July 30, 1891	135.0	.....do.....	Olyphant borough.
Do	Dec. 4, 1893	268.0	.....do.....	Do.
Total		537.6		

This does not include leases of surface lands only for purposes other than mining.

GOVERNMENT EXHIBIT No. 86.

HILLSIDE COAL AND IRON COMPANY.

The names of anthracite producers who sell their coal under 65 per cent contract to the Hillside Coal and Iron Company: Nay Aug Coal Company; Dolph Coal Company; Green Ridge Coal Company; Lackawanna Coal Company (Limited); Law & Fitzgibbon; Robertson & Law; Temple Iron Company.

The washeries located on Erie Railroad from which Hillside Coal and Iron Company purchases coal on 65 per cent price basis, but not under the regular 65 per cent contract: Woodruff Bros., Woodruff washery; Victor Coal Company, Victor washery.

These are the only operations we received coal from outside of the regular 65 per cent contractors.

Purchases in calendar year 1907.

	Long tons.
Victor washery	108.00
Woodruff washery	633.00
	741.00

GOVERNMENT EXHIBIT No. 87.

PENNSYLVANIA COAL COMPANY.

Pennsylvania Coal Company has made no so-called 65 per cent contracts with any producers of anthracite coal named in statements in this case of such producers having collieries on lines operated or controlled by the Erie Railroad Company or New York, Susquehanna and Western Railroad Company.

Pennsylvania Coal Company during the year 1907 purchased at the mines, on the same price basis as that provided in the 65 per cent contracts, so called, 448,856.13 gross tons from the Hillside Coal and Iron Company, but did not during that year purchase any coal from any other of the producers of anthracite coal named in the statements showing producers of anthracite coal whose collieries are located on the lines owned or operated by the Erie Railroad Company or New York, Susquehanna and Western Railroad Company. It also purchases some coal from the New York, Susquehanna and Western Coal Company, as shown in a statement furnished by that company.

GOVERNMENT EXHIBIT No. 88.

HILLSIDE COAL AND IRON COMPANY.

Statement showing long tons of anthracite coal purchased under 65 per cent contracts, so called, from November, 1900, to April 30, 1908.[a]

	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Culm.	Total.
1900.											
November	1,818.06	4,677.04	13,819.17	17,776.08	13,975.10	9,764.15	16,927.16	6,102.15	6,654.00	.....	91,516.11
December	2,227.14	7,184.08	14,041.09	17,964.11	13,977.03	9,659.11	19,862.06	8,175.08	9,621.19	.....	102,714.09
1901.											
January	2,939.11	4,545.08	15,312.09	18,756.11	15,021.12	11,001.01	21,580.19	6,958.15	10,460.02	.....	106,576.08
February	947.08	3,790.03	10,827.16	12,467.05	9,729.17	6,659.13	14,743.14	4,328.13	8,634.06	.....	72,128.15
March	3,012.09	6,263.08	14,160.12	21,644.18	16,047.00	11,528.02	20,059.02	6,855.06	11,254.15	.....	110,825.12
April	2,682.17	1,584.05	11,703.07	16,287.15	12,064.14	9,152.05	19,271.07	5,438.13	13,316.08	.....	91,501.11
May	4,063.17	4,602.03	10,378.00	16,071.10	13,294.06	9,941.14	16,332.13	6,328.13	9,143.14	.....	90,156.10
June	900.03	4,712.07	13,075.05	20,556.10	16,853.17	13,477.01	14,383.07	6,437.10	6,091.19	.....	96,487.19
Total to June 30, 1901	18,592.05	37,359.06	103,318.15	141,525.08	110,963.19	81,184.02	143,161.04	50,625.13	75,177.03	.....	761,907.15
1901.											
July	3,724.17	7,869.10	24,168.12	40,124.07	29,896.05	20,314.04	17,564.15	7,206.14	6,638.05	.....	157,507.09
August	7,770.13	8,351.15	27,085.04	43,923.18	34,033.16	21,857.06	21,884.10	8,020.00	10,126.07	.....	183,053.09
September	5,089.02	10,610.14	19,756.18	35,932.01	27,010.03	16,624.05	16,751.06	7,080.03	6,832.14	.....	145,687.06
October	6,673.19	7,286.05	24,742.09	45,199.09	31,876.08	19,440.12	19,476.02	9,037.10	7,910.00	.....	171,642.14
November	5,762.12	5,686.04	23,734.11	39,784.05	27,672.02	16,955.03	15,525.14	8,588.08	8,392.02	.....	152,101.01
December	7,074.00	5,263.18	19,976.11	37,755.16	24,687.01	15,530.15	13,759.02	6,690.08	7,715.01	.....	138,452.12
1902.											
January	5,774.07	5,589.17	21,872.10	43,407.04	27,971.13	18,378.18	14,904.05	6,773.02	10,006.05	.....	154,678.01
February	4,273.09	4,193.15	15,242.16	32,010.19	20,751.00	12,897.11	10,227.01	4,854.18	6,481.01	.....	110,932.10
March	5,707.14	4,785.03	17,572.15	37,141.13	23,530.19	15,119.00	10,741.13	5,220.02	6,994.16	.....	126,813.15
April	5,301.03	5,576.17	21,954.03	46,121.01	30,552.13	19,578.12	13,936.17	6,715.12	8,422.09	.....	158,159.07
May	1,066.05	1,009.19	5,532.06	12,246.01	8,228.12	5,606.03	4,393.19	2,407.11	2,704.02	.....	43,194.18
June	.....	.....	.....	.....	.....	.....	294.10	34.13	.....	.....	329.03
Total for fiscal year 1902	58,218.01	66,223.17	221,638.15	413,646.14	286,210.12	182,302.09	159,459.14	72,629.01	82,223.02	.....	1,542,552.05
1902.											
July	.....	.....	.....	.....	.....	.....	351.09	274.07	.....	.....	625.16
August	.....	.....	.....	.....	.....	944.14	4,361.13	2,100.00	2,772.03	.....	10,178.10
September	.....	.....	.....	.....	.....	1,554.17	7,240.14	3,222.09	9,295.16	.....	21,313.16
October	497.05	1,187.06	3,090.07	4,742.13	3,441.15	3,060.03	6,884.19	3,000.15	10,487.08	.....	36,392.11
November	1,525.04	17,285.11	30,366.11	54,874.13	39,333.05	31,039.18	17,621.10	7,070.06	11,068.17	.....	210,185.15
December	471.10	22,825.17	37,704.15	64,541.00	45,532.05	36,587.15	17,391.15	3,576.16	5,590.01	.....	234,221.14

1903.											
January	589.18	31,766.09	43,431.13	72,791.16	57,045.01	43,889.01	21,723.09	7,401.03	7,222.14	.....	285,861.04
February	460.14	23,588.03	38,169.11	65,136.02	49,600.12	44,256.12	20,356.15	5,157.07	5,624.04	.....	252,350.00
March	458.09	20,854.12	42,788.12	70,523.07	54,123.06	43,316.06	23,607.01	8,320.11	7,058.07	.....	271,050.11
April	923.12	22,380.19	44,562.13	72,024.16	52,411.13	45,947.09	24,624.04	3,585.09	7,990.00	.....	274,750.15
May	1,041.17	22,348.01	45,773.19	72,298.11	49,847.12	39,523.14	24,260.18	2,898.00	8,080.11	.....	266,073.03
June	797.15	22,228.01	38,470.03	64,371.07	45,754.16	40,784.06	22,387.16	2,772.12	5,999.18	.....	243,586.14
Total for fiscal year 1903	6,766.04	184,464.19	324,358.04	541,304.05	397,090.05	330,904.15	190,812.03	49,679.15	81,189.19	.....	2,106,570.09
1903.											
July	1,004.09	22,708.00	33,270.19	57,042.04	45,597.09	41,052.18	22,405.14	3,292.16	2,554.07	.....	228,928.16
August	926.04	19,405.01	30,121.10	52,741.18	45,000.02	38,359.08	20,203.05	3,330.02	2,326.04	1,622.02	214,035.16
September	887.03	20,046.18	34,670.15	53,545.06	38,681.06	36,366.10	24,729.04	2,618.00	2,477.17	644.19	214,667.18
October	593.08	9,476.15	23,436.00	31,494.14	27,565.09	23,706.05	14,499.01	1,402.03	1,919.11	.....	134,093.06
November	753.14	20,707.00	33,457.10	49,241.08	40,621.19	38,043.05	20,477.07	1,179.08	2,824.03	.....	207,305.14
December	674.04	26,090.11	34,920.03	50,741.01	42,692.15	42,865.16	17,029.04	1,521.16	2,867.16	.....	219,403.06
1904.											
January	958.10	20,913.02	28,523.13	43,550.12	35,193.04	36,731.08	19,461.10	1,219.09	2,747.16	.....	189,299.04
February	569.13	20,484.06	32,189.14	50,275.09	42,266.18	41,513.04	18,916.15	1,780.04	2,132.09	.....	210,125.12
March	833.19	24,997.06	36,806.16	55,491.07	48,800.18	43,065.17	23,003.05	3,331.02	2,988.18	.....	239,319.08
April	443.16	21,451.07	30,254.14	44,252.00	37,494.09	32,781.13	27,440.13	2,827.12	4,912.18	.....	201,859.02
May	970.02	17,179.11	32,138.03	48,958.00	40,554.04	37,212.18	25,127.01	3,405.16	4,084.01	.....	209,629.16
June	702.10	14,526.04	34,338.10	47,964.15	41,123.18	34,313.19	25,986.15	3,657.11	3,129.14	.....	205,743.16
Total for fiscal year 1904	9,317.12	237,986.01	384,128.07	585,298.14	485,592.11	446,013.01	259,279.14	29,565.19	34,965.14	2,267.01	2,474,414.14
1904.											
July	530.18	14,551.04	28,386.01	38,302.07	33,344.19	29,356.19	22,855.16	2,819.04	2,427.00	.....	172,574.08
August	795.09	15,276.06	27,841.19	38,264.06	33,888.19	27,663.14	21,759.15	2,789.03	2,448.00	.....	170,727.11
September	421.06	13,988.01	24,555.15	35,225.18	29,186.18	25,959.04	17,603.09	1,080.16	1,674.17	.....	149,696.04
October	.....	13,826.12	25,328.09	33,331.17	28,877.07	25,111.01	17,497.13	1,916.03	2,802.11	.....	148,691.13
November	659.13	16,121.12	31,730.04	43,610.02	36,671.16	30,512.07	23,376.11	2,069.05	2,942.00	.....	187,693.10
December	555.17	12,562.15	29,294.00	47,855.17	40,491.11	36,225.06	24,206.00	2,055.03	2,343.01	.....	195,589.10
1905.											
January	544.08	14,673.08	30,629.10	51,064.19	41,896.02	33,567.14	23,794.00	1,281.04	1,720.00	.....	199,171.05
February	346.05	11,836.10	24,400.04	41,382.13	33,559.09	25,638.02	15,497.00	525.04	1,576.10	.....	154,761.17
March	116.16	21,249.13	36,314.12	59,634.12	49,950.16	42,476.01	30,625.16	1,921.07	3,353.07	.....	245,643.00
April	.....	18,379.00	32,132.11	56,938.01	43,791.11	37,582.18	29,719.14	3,331.19	3,619.19	.....	225,495.13
May	.....	14,970.17	35,843.04	59,208.02	44,746.06	39,143.05	32,352.02	3,201.13	6,068.05	.....	235,533.14
June	.....	19,204.07	34,428.18	54,732.09	42,983.19	36,550.19	27,494.04	3,382.07	3,155.09	.....	221,932.12
Total for fiscal year 1905	3,970.12	186,640.05	360,885.07	559,551.03	459,389.13	389,787.10	286,782.00	26,373.08	34,130.19	.....	2,307,510.17

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 88.—*Hillside Coal and Iron Company.—Statement showing long tons of anthracite coal purchased under 65 per cent contracts, so called, from November, 1900, to April 30, 1908*[a]—Continued.

	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Culm.	Total.
1905.											
July		16,438.03	22,352.11	31,252.19	27,616.00	24,569.13	18,553.15	2,541.14	967.07		144,292.02
August		14,156.00	20,585.12	30,924.11	30,477.06	26,437.10	19,396.09	2,410.07	1,955.10		155,343.05
September		14,720.12	21,435.10	38,845.03	28,486.19	24,523.09	20,816.11	2,098.13	3,780.09		154,707.06
October		14,077.15	23,271.00	40,460.09	32,197.11	25,752.01	19,798.10	2,782.11	2,430.15		160,770.12
November		17,862.18	27,384.06	43,560.00	34,500.12	27,048.11	21,842.08	2,905.08	2,217.07		177,321.10
December		13,712.07	26,938.04	45,974.04	36,366.03	26,727.03	21,379.03	4,115.11	3,137.15		178,350.10
1906.											
January		19,709.09	28,495.15	49,786.18	44,026.06	27,086.09	22,569.17	5,122.02	3,971.11		200,768.07
February		11,431.14	20,542.12	32,399.16	31,261.14	21,966.09	20,842.07	3,874.02	3,133.12		145,452.06
March		20,125.08	29,030.00	42,389.07	36,264.17	26,685.07	25,896.03	4,873.07	4,104.15		189,369.04
April						2,085.16	5,395.01	3,587.09	3,467.07		14,535.13
May		8,659.10	15,515.06	25,126.17	21,355.09	19,137.01	19,451.01	6,638.13	7,435.08		123,319.05
June		19,090.02	30,150.14	53,422.15	40,987.00	36,548.02	30,318.05	7,000.12	7,391.12		224,909.02
Total for fiscal year 1906		169,983.18	265,701.10	443,142.19	363,539.17	288,567.11	246,259.10	47,950.09	43,993.08		1,869,139.02
1906.											
July		17,851.13	29,791.16	49,077.18	42,185.17	33,077.15	31,219.07	3,122.00	5,003.15		211,330.01
August		19,029.18	27,543.06	47,013.11	40,528.17	34,112.15	29,020.01	2,822.02	6,042.00		206,112.10
September		14,843.01	22,211.12	36,444.02	31,738.01	30,325.07	26,615.03	1,664.18	3,667.16		167,510.00
October		18,523.16	27,459.19	44,452.18	39,561.10	38,046.07	31,285.03	2,648.00	4,602.19		206,560.12
November		21,507.12	27,945.05	45,364.14	43,744.14	42,327.06	31,257.11	2,657.16	3,882.01		218,686.19
December		19,049.10	25,829.11	45,006.15	40,161.12	27,949.15	27,136.09	3,476.19	4,225.17		192,836.08
1907.											
January		18,450.05	26,719.18	43,004.18	36,298.05	27,914.02	24,704.18	3,298.12	4,279.06		184,670.04
February		17,216.14	21,735.02	39,349.17	32,563.18	26,017.14	21,184.10	2,031.16	2,853.18		162,953.09
March		17,451.01	26,352.18	45,422.17	35,908.17	26,785.09	23,409.09	3,691.12	4,354.06		183,376.09
April		20,462.09	31,785.03	51,731.00	46,270.16	31,811.09	28,884.18	3,608.19	4,864.19		219,419.13
May		24,118.06	35,472.19	55,606.08	47,930.18	34,732.14	30,700.14	4,121.03	4,481.11		237,164.13
June		19,929.02	29,413.09	50,934.05	42,246.13	30,008.00	27,286.17	3,642.15	3,077.07		206,538.08
Total for fiscal year 1907		228,433.07	332,260.18	553,409.03	479,139.18	383,108.13	332,705.00	36,786.12	51,335.15		2,307,179.06

1907.											
July		20,820.02	28,236.04	51,174.11	45,553.16	31,840.05	28,330.03	2,646.15	4,116.19		212,718.15
August		19,546.11	24,215.02	39,130.18	38,634.13	28,132.18	33,462.09	2,518.15	3,818.17	[b] 124.02	189,584.05
September		18,047.19	25,867.00	44,895.08	41,606.10	27,679.15	39,169.06	2,251.09	3,081.03		202,798.10
October		12,214.05	23,315.11	38,588.04	34,998.10	22,142.04	20,211.18	1,848.08	5,766.12		159,085.12
November		11,112.15	25,565.17	38,049.09	36,981.17	19,620.12	20,903.15	3,310.16	6,433.17		161,978.18
December		16,916.11	22,227.05	33,468.01	30,208.18	22,325.03	24,781.03	2,177.07	4,389.14		156,694.02
1908.											
January		14,462.13	21,714.15	36,636.12	29,349.19	23,690.18	20,189.14	1,806.12	4,633.09		152,484.12
February		19,127.17	21,530.18	31,931.05	31,038.00	21,519.06	18,628.08	1,938.09	3,410.15		149,124.18
March		14,600.07	23,437.10	33,604.14	34,371.19	24,338.01	18,926.12	2,310.11	5,759.17		157,349.11
April		7,560.03	20,606.17	28,324.09	25,006.12	17,439.19	23,705.17	2,068.03	3,736.10		128,448.10
Total from July, 1907, to April, 1908		154,409.03	236,716.19	375,803.11	347,950.14	238,929.01	248,309.05	22,877.05	45,147.13	124.02	1,670,267.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

[b] Barley No. 2.

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GOVERNMENT EXHIBIT No. 89.

HILLSIDE COAL AND IRON COMPANY.

Shipments, in long tons, to New York Harbor points f. o. b. of anthracite coal purchased under the 65 contracts, so called, calendar year 1907, via Erie R. R. and N. Y., S. and W. R. R.[a]

Month.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1907.									
January	15,594.18	18,937.18	34,742.09	16,815.03	21,700.03	17,084.18	434.01	4,128.12	129,438.02
February	14,366.17	12,505.17	29,803.04	13,219.16	19,850.19	12,489.08	515.03	2,076.07	104,827.11
March	12,915.02	16,216.10	32,733.06	20,115.05	19,493.10	15,105.01	1,624.05	3,916.02	122,119.01
April	16,215.11	19,084.07	39,919.12	22,233.19	24,238.16	22,807.15	1,309.03	3,541.01	149,350.04
May	18,709.18	23,535.01	42,306.06	28,343.04	24,850.11	17,681.09	1,312.03	1,614.07	158,352.19
June	14,760.01	14,505.15	30,101.12	19,038.00	19,378.12	15,833.14	1,178.04	1,314.09	116,110.07
July	16,132.17	13,421.16	23,359.08	6,938.06	15,668.16	13,500.10	1,014.19	3,492.05	93,528.17
August	17,170.02	8,264.14	16,029.00	9,574.12	18,488.18	20,445.17	394.00	568.16	90,935.19
September	15,526.16	13,911.02	32,786.00	9,930.11	22,422.06	26,650.16	1,185.03	1,937.15	124,350.09
October	7,671.12	10,742.13	24,303.14	16,117.14	14,361.09	11,495.19	*25.05*	4,662.01	89,331.17
November	5,732.01	15,682.10	22,017.06	13,396.17	7,625.05	9,918.15	1,152.13	5,746.00	81,271.07
December	12,535.01	11,502.10	18,657.06	13,143.13	15,134.05	18,890.08	121.06	3,030.02	93,014.11
Total	167,330.16	178,310.13	346,759.03	188,867.00	223,213.10	201,904.10	10,217.15	36,027.17	1,352,631.04

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 90.

HILLSIDE COAL AND IRON COMPANY.

Total shipments of anthracite coal to New York Harbor points f. o. b. from November, 1900, to December, 1907, inclusive, via Erie R. R. and N. Y., S. & W. R. R.[a]

Month.	Long tons.
1900.	
November	32,596.16
December	48,246.08
Total	80,843.04
1901.	
January	65,676.01
February	37,455.11
March	63,907.10
April	38,179.18
May	56,050.15
June	69,895.12
July	80,822.02
August	81,271.11
September	65,627.14
October	91,220.06
November	93,725.10
December	83,027.02
Total	826,859.12
1902.	
January	129,424.18
February	54,931.16
March	71,619.08
April	103,822.05
May	36,487.19
June	3,277.09
July	14,765.13
August	36,355.17
September	44,891.10
October	73,291.16
November	192,131.12
December	213,491.07
Total	974,491.10
1903.	
January	234,963.18
February	191,579.14
March	154,575.08
April	195,606.08
May	222,798.04
June	174,336.18
July	136,080.03
August	120,931.04
September	117,204.13
October	92,598.05
November	168,522.16
December	172,887.05
Total	1,982,084.16
1904.	
January	149,484.12
February	182,869.11
March	195,749.07
April	123,314.03
May	143,765.05
1904—Continued.	
June	111,145.01
July	101,110.16
August	85,793.13
September	99,068.04
October	119,658.13
November	163,369.10
December	159,034.10
Total	1,634,363.05
1905.	
January	186,649.03
February	133,975.05
March	229,938.15
April	126,894.02
May	130,344.04
June	134,069.06
July	81,895.13
August	55,363.06
September	74,638.00
October	126,586.06
November	187,818.18
December	170,704.17
Total	1,638,877.15
1906.	
January	196,345.00
February	104,595.15
March	189,812.17
April	149,641.11
May	124,022.11
June	140,191.13
July	80,971.06
August	89,655.10
September	109,199.17
October	140,377.00
November	172,090.04
December	215,048.03
Total	1,711,951.07
1907.	
January	215,752.16
February	149,454.16
March	163,060.16
April	183,934.14
May	185,992.00
June	137,802.10
July	114,625.17
August	111,670.09
September	147,141.06
October	135,448.11
November	136,113.04
December	128,954.03
Total	1,809,951.02

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 91.

PENNSYLVANIA COAL COMPANY.

Statement showing long tons of anthracite coal purchased (not under the 65 per cent contracts but on the price basis therein provided) from January, 1904, to April 30, 1908.[a]

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1904.[b]									
January		214.12	248.08	82.07	56.19	58.14			661.00
February			33.13	19.17		22.01			75.11
March		34.14	103.00		31.04	60.05			229.03
April		292.12	194.08	126.05	103.13	100.16			817.14
May		874.16	1,092.02	532.15	508.10	473.10			3,481.13
June		759.06	1,245.19	793.13	333.02	410.06			3,542.06
Total to June, 1904		2,176.00	2,917.10	1,554.17	1,033.08	1,125.12			8,807.07
1904.									
July		664.09	828.06	681.02	376.15	194.05			2,744.17
August		398.10	377.14	416.14	220.15	168.06			1,581.19
September		129.08	244.17	80.01	33.00	37.10			524.16
October									
November		30.00	34.12			18.18			83.10
December		130.16		93.13					224.09
1905.									
January		32.19	67.06	42.07					142.12
February				34.02					34.02
March			35.03						35.03
April			24.15	26.07					51.02
May		122.18	391.08	279.00	180.14	146.07			1,120.07
June		179.03	653.09	398.19	103.11	125.16			1,460.18
Total for fiscal year 1905		1,688.03	2,657.10	2,052.05	914.15	691.02			8,003.15
1905.									
July	3,293.10	7,425.13	15,921.00	13,113.07	8,540.07	7,745.00	690.02	1,138.17	57,867.16
August	3,786.16	7,891.12	17,862.05	14,223.17	9,918.15	9,174.08	695.10	1,167.09	64,720.12
September	4,333.04	8,926.15	19,918.08	15,067.11	10,685.18	9,700.17	2,275.17	1,430.10	72,399.00
October	2,822.16	8,780.11	17,698.03	12,342.17	8,747.05	6,636.10	1,502.17	866.10	59,397.09
November	4,211.06	8,991.09	16,300.06	11,235.13	8,859.07	7,931.15	2,255.11	897.04	60,682.11
December	4,591.08	8,703.12	14,226.11	9,938.08	7,296.05	6,477.19	2,225.17	1,358.09	54,818.09

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1906.									
January	3,812.06	10,300.02	18,714.18	13,636.05	9,869.02	8,263.09	3,329.02	794.03	68,719.07
February	2,528.06	4,801.13	9,829.03	7,359.18	5,629.19	5,234.14	1,946.14	1,561.19	38,892.06
March	4,355.05	4,532.11	8,897.13	7,718.14	6,098.00	6,759.10	1,985.07	2,298.10	42,645.10
April		128.07	286.02	135.06	1,726.05	698.12	968.05	4,211.06	8,154.03
May	2,495.07	2,724.01	4,722.14	4,096.06	3,959.00	3,694.17	2,272.14	2,696.01	26,661.00
June	4,874.15	6,744.12	11,392.03	9,124.08	7,771.16	7,608.13	5,491.11	2,816.15	55,824.13
Total for fiscal year 1906	41,104.19	79,950.18	155,769.06	117,992.10	89,101.19	79,986.04	25,639.07	21,237.13	610,782.16
1906.									
July	2,591.08	6,467.16	10,621.00	7,925.15	6,908.02	7,495.19	3,406.13	2,452.03	47,868.16
August	1,852.13	5,784.06	10,810.05	8,198.19	6,824.09	6,859.09	2,985.16	2,070.08	45,386.05
September	2,405.01	8,730.15	16,117.06	12,216.12	8,851.06	7,974.02	2,397.08	1,854.02	60,546.12
October	3,312.08	10,679.13	19,536.16	14,442.15	11,309.16	10,970.13	2,593.12	2,680.01	78,525.14
November	2,781.16	10,143.15	15,490.14	12,206.13	9,236.10	9,055.14	2,820.14	1,800.12	63,596.08
December	3,246.01	11,413.18	16,078.14	11,395.06	9,105.12	7,172.18	1,625.16	2,157.07	62,195.12
1907.									
January	4,336.06	12,869.18	17,254.06	12,465.08	10,741.00	8,564.17	1,536.03	2,259.05	70,027.03
February	3,353.18	11,103.18	15,241.18	11,238.18	9,063.04	5,824.12	1,485.07	2,514.05	59,826.00
March	4,471.19	12,657.06	17,431.14	14,113.15	10,228.00	8,938.14	2,261.15	2,606.03	72,709.06
April	3,482.02	13,162.05	17,477.04	15,038.02	10,321.15	8,061.07	2,355.03	2,613.03	72,511.01
May	3,807.01	11,756.18	15,281.19	12,712.15	9,656.18	8,159.12	2,261.13	2,717.18	66,354.14
June	3,574.19	7,861.01	11,535.01	9,959.01	8,718.02	6,642.10	2,293.08	2,226.14	52,810.16
Total for fiscal year 1907	39,215.12	122,631.09	182,876.17	141,913.19	110,964.14	95,720.07	28,023.08	28,012.01	749,358.07
1907.									
July	3,330.09	12,599.01	19,471.09	14,357.15	11,563.00	8,715.08	1,391.15	1,570.18	72,999.15
August	4,283.09	12,651.02	17,557.08	14,046.09	12,153.18	6,691.03	1,722.16	2,014.18	71,121.03
September	4,982.06	13,268.16	18,122.14	13,347.17	12,146.01	7,369.05	2,336.03	1,677.17	73,245.19
October	6,475.11	15,008.02	19,113.14	14,467.03	12,786.17	9,684.19	2,084.19	2,085.09	81,706.14
November	4,915.17	13,217.02	16,806.15	11,744.15	8,481.06	6,128.00	2,235.11	1,128.15	64,658.01
December	5,991.19	13,260.13	18,188.19	14,475.11	9,650.02	8,766.02	1,446.18	1,756.04	73,536.08
1908.									
January	6,463.18	13,347.16	21,068.12	17,017.16	11,178.03	9,869.03	1,720.19	3,283.00	83,949.07
February	5,219.10	13,025.19	17,046.02	14,115.14	10,221.19	7,659.08	1,206.12	2,013.08	70,508.12
March	4,736.00	16,379.09	20,463.03	17,471.18	11,657.12	10,302.10	1,210.12	2,807.03	85,028.07
April	5,246.11	14,814.19	20,023.12	17,390.13	11,505.15	9,580.10	1,164.06	1,962.01	81,688.07
Total from July, 1907, to April, 1908	51,645.10	137,567.19	187,862.08	148,435.11	111,344.13	84,766.08	16,520.11	20,299.13	758,442.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

[b] No coal purchased prior to January, 1904.

GOVERNMENT EXHIBIT No. 92.

PENNSYLVANIA COAL COMPANY.

Shipments, in long tons, to New York Harbor points f. o. b. of anthracite coal purchased on the price basis provided in the 65 per cent contracts, calendar year 1907, via Erie R. R. and N. Y., S. & W. R. R. (includes coal purchased from Hillside Coal and Iron Co.) [a]

Month.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1907.									
January	804.04	7,664.05	11,967.06	261.04	2,398.11	1,168.11	498.17	1,419.17	26,182.15
February	580.03	3,075.08	8,383.00	455.15	668.19	.....	432.19	1,517.01	15,113.05
March	383.18	6,696.04	7,670.09	2,394.15	661.09	936.07	938.12	1,883.17	21,565.11
April	158.05	3,768.10	3,742.04	439.07	1,149.11	1,748.05	1,202.04	1,614.00	13,822.06
May	327.08	6,046.17	5,974.17	243.04	746.14	1,361.11	1,264.02	1,568.07	17,533.00
June	66.18	1,504.13	2,736.03	473.06	654.01	563.09	575.18	1,214.10	7,788.18
July	461.06	1,588.13	516.03	525.06	1,209.03	1,608.18	617.02	1 104.08	7,630.19
August	884.01	652.12	350.03	.....	1,400.17	797.09	797.00	547.04	5,429.06
September	28.10	4,281.17	3,336.10	2,191.18	896.03	976.08	1,569.16	1,284.19	14,566.01
October	.....	5,510.16	7,575.10	3,903.05	775.15	233.15	579.05	1,417.18	19,996.04
November	905.02	9,267.11	1,217.02	641.18	.....	506.16	1,150.08	1,289.03	14,978.00
December	1,889.06	11,238.03	6,545.09	391.07	115.00	2,985.10	656.14	1,112.12	24,934.01
Total	6,489.01	61,295.09	60,014.16	11,921.05	10,676.03	12,886.19	10,282.17	15,973.16	189,540.06

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

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GOVERNMENT EXHIBIT No. 93.

PENNSYLVANIA COAL COMPANY.

Total shipments of anthracite coal to New York Harbor points f. o. b. from March, 1901, to December, 1907, inclusive, via Erie R. R. and N. Y., S. and W. R. R.[a]

Month.	Long tons.
1901.	
March	42,961.05
April	38,987.16
May	43,199.10
June	39,769.15
July	29,685.13
August	41,626.06
September	33,116.10
October	32,120.17
November	44,179.10
December	47,708.09
Total	393,355.11
1902.	
January	63,495.01
February	42,461.12
March	44,106.06
April	63,836.12
May	17,795.18
June	707.00
July	12,245.05
August	17,761.15
September	15,627.12
October	20,069.06
November	59,780.13
December	49,878.09
Total	407,765.09
1903.	
January	71,090.05
February	34,650.06
March	28,388.00
April	32,588.12
May	45,721.02
June	38,407.14
July	42,196.18
August	29,184.00
September	22,282.09
October	21,005.07
November	20,827.05
December	24,736.15
Total	411,078.13
1904.	
January	18,877.04
February	23,564.13
March	33,519.19
April	26,862.01
May	37,202.08
June	50,161.06
July	34,929.07
August	26,649.00
September	23,134.05
October	24,824.13
November	27,140.06
December	38,064.16
Total	364,929.18
1905.	
January	34,035.08
February	11,718.02
March	35,703.18
April	24,310.19
May	23,773.12
June	31,552.16
July	30,396.11
August	34,926.12
September	43,731.11
October	30,433.18
November	28,674.10
December	57,106.02
Total	386,363.19
1906.	
January	78,459.13
February	38,498.09
March	46,126.08
April	24,797.05
May	61,607.05
June	50,113.15
July	50,146.04
August	34,131.09
September	35,727.19
October	70,926.08
November	43,298.09
December	53,246.18
Total	587,079.17
1907.	
January	78,048.07
February	45,192.03
March	89,413.11
April	72,581.12
May	70,472.14
June	65,915.17
July	60,789.01
August	37,537.16
September	62,819.09
October	83,015.00
November	100,293.00
December	96,546.07
Total	862,624.17

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT NO. 94.

HILLSIDE COAL AND IRON COMPANY. PENNSYLVANIA COAL COMPANY.

Long tons of anthracite coal mined by the Hillside Coal and Iron Company and sold to the Pennsylvania Coal Company at the mines from July, 1905, to April 30, 1908, upon the same price basis as that provided in the 65 per cent contracts, so called. (These figures are included in the statement of coal purchased by the Pennsylvania Coal Company.) [a]

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1905.									
July	3,293.10	2,061.19	6,589.06	7,116.02	4,626.14	5,305.09	690.02	1,138.17	30,822.19
August	3,786.16	2,437.09	7,960.16	8,317.07	5,904.09	6,923.03	695.10	1,167.09	37,192.19
September	4,333.04	2,650.04	8,042.14	8,235.11	5,758.10	6,906.07	2,275.17	1,430.10	39,632.17
October	2,822.16	1,828.18	4,594.04	4,573.10	3,491.12	3,644.14	1,502.17	866.10	23,325.01
November	4,211.06	1,866.06	3,926.10	3,154.16	3,340.19	4,578.18	2,255.11	897.04	24,231.10
December	4,591.08	1,851.19	3,685.03	3,456.03	3,088.05	3,997.17	2,225.17	1,358.09	24,255.01
1906.									
January	3,812.06	3,065.09	7,574.01	6,576.02	5,415.05	5,704.00	3,329.02	794.03	36,270.08
February	2,528.06	2,653.10	6,678.13	5,487.09	4,424.05	4,672.07	1,946.14	1,561.19	29,955.03
March	4,355.05	4,532.11	8,897.13	7,718.14	6,098.00	6,759.10	1,985.07	2,298.10	42,645.10
April		128.07	286.02	135.06	1,726.05	698.12	968.05	4,211.06	8,154.03
May	2,495.07	2,724.01	4,722.14	4,096.06	3,959.00	3,694.17	2,272.14	2,096.01	26,661.00
June	4,874.15	6,396.15	10,868.00	8,797.06	7,526.02	7,319.00	5,491.11	2,816.15	54,990.04
Total for fiscal year 1906	41,104.19	32,197.08	73,825.16	67,664.12	55,359.06	60,205.14	25,639.07	21,237.13	377,234.15
1906.									
July	2,591.08	6,270.08	9,924.18	7,460.13	6,555.11	7,278.01	3,406.13	2,452.03	45,939.15
August	1,852.13	4,583.12	8,379.04	6,619.19	5,777.05	6,326.04	2,985.16	2,070.08	38,395.01
September	2,405.01	3,762.02	7,617.19	6,370.07	4,853.18	5,270.09	2,397.08	1,854.02	34,531.06
October	3,312.08	5,113.19	10,658.03	8,407.10	7,676.02	8,046.15	2,593.12	2,680.01	48,488.10
November	2,781.16	5,052.13	9,674.06	8,087.09	6,503.06	7,763.16	2,820.14	1,860.12	44,544.12
December	3,246.01	4,048.12	7,972.13	6,094.19	5,361.05	6,042.06	1,625.16	2,157.07	36,548.19
1907.									
January	4,336.06	4,355.14	8,248.11	6,586.04	6,091.15	7,577.04	1,536.03	2,259.05	41,591.02
February	3,353.18	3,626.19	7,156.02	5,986.12	5,457.11	4,974.18	1,485.07	2,514.05	34,555.12
March	4,4 .19	4,144.17	7,533.06	7,656.18	6,109.01	6,955.03	2,240.15	2,606.03	41,718.02
April	3,482.02	4,177.18	6,777.11	7,250.15	5,924.04	5,835.08	2,251.14	2,613.03	38,312.15
May	3,807.01	4,768.11	6,480.03	6,855.07	6,281.07	5,858.05	2,261.13	2,717.18	39,030.05
June	3,5 .19	4,943.19	6,387.13	7,082.00	6,939.11	5,696.07	2,293.08	2,226.14	39,144.11
Total for fiscal year 1907	39,215.12	54,849.04	96,810.09	84,458.13	74,130.16	77,624.16	27,898.19	28,012.01	483,000.10

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1907.									
July	3,330.09	4,108.02	5,506.13	6,168.11	6,297.13	5,639.19	1,391.15	1,570.18	34,014.00
August	4,283.09	4,590.00	6,159.13	7,205.17	7,453.09	4,072.13	1,722.16	2,014.18	37,502.15
September	4,982.06	4,142.05	6,008.09	6,252.18	7,329.16	4,652.17	2,336.03	1,677.17	37,382.11
October	6,443.12	4,534.05	6,656.07	6,814.10	7,927.18	7,022.03	2,084.19	2,085.09	43,569.03
November	4,915.17	2,360.00	3,914.12	3,760.01	3,616.08	3,519.00	2,235.11	1,128.15	25,450.04
December	5,991.19	3,197.04	5,495.14	6,737.17	5,089.07	6,870.10	1,446.18	1,756.04	36,585.13
1908.									
January	6,463.18	3,112.11	7,315.14	8,493.09	5,748.19	7,766.01	1,720.19	3,283.00	43,904.11
February	5,219.10	3,635.09	5,696.06	7,269.03	4,871.04	5,476.17	1,206.12	2,013.08	35,388.09
March	4,736.00	5,132.07	7,059.05	8,727.10	5,316.08	7,873.00	1,210.12	2,807.03	42,862.05
April	5,246.11	4,688.09	6,833.03	9,032.03	5,903.12	6,817.02	1,164.06	1,962.01	41,647.07
Total from July, 1907, to April, 1908	51,613.11	39,500.12	60,645.16	70,461.19	59,554.14	59,710.02	16,520.11	20,299.13	378,306.18

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 95.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Capital stock outstanding and shareholders owning each as many as 1,000 shares.

	June 12, 1907.	September 24, 1908.
COMMON STOCK.		
Authorized	*Shares.* 130,000	*Shares.* 130,000
Issued	129,508	129,508
Owned by Erie R. R. Co	125,171	125,184
In name of J. G. McCullough, trustee, for the junior security holders of the Midland R. R. Co. of New Jersey, unconverted	2,548	2,535
PREFERRED STOCK.		
Authorized	130,000	130,000
Issued	129,945	129,945
Owned by Erie R. R. Co	128,048	128,052

DIRECTORS.

June 12, 1907.	*September 24, 1908.*
G. F. Brownell.	G. F. Brownell.
William H. Corbin.	William H. Corbin.
James J. Goodwin.	James J. Goodwin.
Wm. Pierson Hamilton.	Wm. Pierson Hamilton.
E. H. Harriman.	E. H. Harriman.
Cyrus J. Lawrence.	J. N. Hill.
J. G. McCullough.	J. G. McCullough.
Norman B. Ream.	Norman B. Ream.
G. A. Richardson.	G. A. Richardson.
J. C. Stuart.	G. F. Baker.
Charles Steele.	Charles Steele.
Francis Lynde Stetson.	Francis Lynde Stetson.
F. D. Underwood.	F. D. Underwood.

OFFICERS.

	June 12, 1907.	September 24, 1908.
President	F. D. Underwood	F. D. Underwood.
Vice-president and general solicitor	G. F. Brownell	G. F. Brownell.
Vice-president	G. A. Richardson	G. A. Richardson.
Do	H. B. Chamberlain	H. B. Chamberlain.
Do	J. M. Graham	J. M. Graham.
Comptroller	M. P. Blauvelt	M. P. Blauvelt.
Secretary	David Bosman	David Bosman.
Assistant secretary	J. E. Packer	J. E. Packer.
Treasurer	D. W. Bigoney	D. W. Bigoney.
Assistant treasurer	W. B. Bancker	W. B. Bancker.
Auditor	C. P. Crawford	C. P. Crawford.

GOVERNMFNT EXHIBIT No. 96.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Anthracite tonnage transported to New York Harbor points f. o. b.[a]

	Long tons.
1905, July to December, inclusive	527,545.14
1906, January to December, inclusive	1,281,470.01
1907, January to December, inclusive	1,489,173.01
Total	3,298,188.16

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 97.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

	Net tons.	Revenue.
Total freight traffic, calendar year 1907	4,395,151	$2,368,259.12
Of which the following totals cover anthracite coals	2,918,680	1,561,475.85

GOVERNMENT EXHIBIT No. 98.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Statement showing the name of each producer of anthracite coal whose collieries, or some of them, are located upon or reached via the lines operated or controlled by the New York, Susquehanna and Western Railroad Company (including lines leased to Wilkes-Barre and Eastern Railroad Company).

Names of producers.	Names of collieries.
Jermyn & Co.	Jermyn No. 1 Colliery. Jermyn No. 2 Washery.
Hillside Coal & Iron Co.	Susquehanna Washery.
Dolph Coal Company	Dolph Colliery.
Lackawanna Coal Company	Lackawanna Colliery.
Humbert Coal Company	Sunnyside Colliery.
Karney & Brown	Murray Colliery.
Scranton Coal Company	Johnson No. 2 Colliery.
Law & Fitzgibbon	Sibley Colliery.
Temple Iron Company	Oak Hill Colliery.

GOVERNMENT EXHIBIT No. 99.

New York, Susquehanna and Western Coal Company.

OFFICERS.

President	F. D. UNDERWOOD.
Vice-president	G. A. RICHARDSON.
Secretary	DAVID BOSMAN.
Assistant secretary	J. E. PACKER.
Comptroller	M. P. BLAUVELT.
Auditor	C. P. CRAWFORD.
Treasurer	D. W. BIGONEY.
Assistant treasurer	W. B. BANCKER.

DIRECTORS.

W. A. May.	F. D. Underwood.
M. P. Blauvelt.	David Bosman.
G. F. Brownell.	D. W. Bigoney.
G. A. Richardson.	

CAPITAL STOCK.

	Preferred.	Common.	Total.
Outstanding	$629,500	$600,000	$1,229,500
Owned by N. Y. S. & W. R. R. Co.	150,000	581,500	731,500

The New York, Susquehanna and Western Railroad Company's holdings of the common stock of the New York, Susquehanna and Western Coal Company were acquired December 30, 1887, and July 10, 1893, and its holdings of the preferred stock of that company were acquired December 30, 1887, and July 1, 1895.

GOVERNMENT EXHIBIT No. 100.

COAL LANDS OF NEW YORK, SUSQUEHANNA AND WESTERN COAL COMPANY.

(*a*) Total number of acres of land in the anthracite-producing area of Pennsylvania owned or held by lease or other tenure, 963.5 acres.

(*b*) No lands acquired since January 1, 1896.

(*c*) Number of acres of land in the anthracite-producing area of Pennsylvania leased to others by the New York, Susquehanna and Western Coal Company and the length of term of such leases:

Lessee.	Date.	Acres.	Termination.
Jermyn & Co	Mar. 1, 1887	a 645	Exhaustion of coal.
Do	May 6, 1890	a 60	Do.
Elliot, McClure & Co	Feb. 2, 1885	a 222	Do.
D., L. and W. R. R	May 1, 1887	a 36	Do.

a About.

The acreage in this statement is approximate. More exact figures will be furnished if desired. All of the land of the New York, Susquehanna and Western Coal Company in the anthracite region is leased to others.

GOVERNMENT EXHIBIT No. 101.

NEW YORK, SUSQUEHANNA AND WESTERN COAL COMPANY.

The names of anthracite producers who sell their coal under 65 per cent contract to the New York, Susquehanna and Western Coal Company: Jermyn & Co.

The New York, Susquehanna and Western Coal Company purchased no coal during the calendar year 1907 from any other anthracite producer whose collieries are located on lines operated or controlled by the Erie Railroad Company or New York, Susquehanna and Western Railroad Company.

GOVERNMENT EXHIBIT No 102.

NEW YORK, SUSQUEHANNA AND WESTERN COAL COMPANY.

Statement showing long tons of anthracite coal purchased under 65 per cent contracts, so called, from November, 1900, to June 30, 1901.[a]

	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1900.										
November	10,423.02	10,922.08	17,130.15	32,605.07	17,005.07	12,259.10	11,996.03	3,231.09	316.16	115,890.17
December	8,206.18	8,438.00	18,883.15	37,121.12	21,269.06	12,439.10	11,402.09	2,612.19	59.00	120,433.09
1901.										
January	9,583.05	9,457.18	20,218.16	38,064.08	23,250.10	12,482.02	10,800.14	3,155.01	766.00	127,778.14
February	8,593.05	7,259.19	14,067.00	31,765.15	19,715.14	11,197.01	7,746.00	1,995.19	878.10	103,219.03
March	6,138.09	3,751.16	12,202.00	27,893.12	17,756.09	7,764.10	4,921.19	1,560.13	.....	81,989.08
April	3,565.10	2,774.10	8,944.14	18,103.00	11,129.13	5,980.15	3,589.15	907.01	.....	54,994.18
May	5,538.13	4,432.06	11,139.13	23,430.14	15,066.14	9,364.17	4,442.14	.....	.....	73,415.11
June	3,175.07	4,555.11	10,840.13	21,166.14	13,479.12	7,165.01	4,957.02	650.17	.....	65,990.17
Total	55,224.09	51,592.08	113,427.06	230,151.02	138,673.05	78,653.06	59,856.16	14,113.19	2,020.06	743,712.17

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 103.

NEW YORK, SUSQUEHANNA AND WESTERN COAL COMPANY.

Long tons of anthracite coal purchased by New York, Susquehanna and Western Coal Company under 65 per cent contracts, so-called, and sold to the Hillside Coal and Iron Company at the mines from January, 1901, to June 30, 1905, for the same prices which it paid for it.[a]

[These figures are included in the statement of coal purchased by the Hillside Coal and Iron Company.]

Month.	Lump.	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Barley.	Total.
1901.										
January		117.06					563.17	167.16	142.17	991.16
February										
March	1,461.18		476.15	4,665.15	3,117.18	1,993.05	2,283.19	1,081.00	260.01	15,340.11
April	1,116.16		304.12	3,193.01	2,205.00	1,406.12	1,574.15	1,056.06	244.12	11,101.14
May	1,581.14		425.02	4,351.19	2,943.01	1,947.15	1,973.19	1,256.18	186.04	14,666.12
June	812.15		554.19	5,729.00	3,788.18	2,250.02	2,136.18	1,235.11	189.16	16,699.19
Total to June 30, 1901	4,973.03	117.06	1,761.08	17,939.15	12,054.17	7,597.14	8,533.08	4,797.11	1,023.10	58,798.12
1901.										
July	3,322.18	3,755.09	12,309.03	27,538.17	18,063.18	10,461.03	7,105.02	1,941.16	173.08	84,671.14
August	7,508.01	5,187.10	12,314.04	28,342.17	19,830.17	11,383.01	6,305.08	1,787.00	651.16	93,310.14
September	4,989.12	4,806.02	9,800.04	24,960.17	16,718.18	9,186.05	5,131.18	1,869.04	748.00	78,211.00
October	6,454.19	6,043.06	11,691.15	31,560.06	20,370.15	11,001.09	6,201.03	2,348.19	983.09	96,656.01
November	5,325.16	3,351.06	11,040.17	25,766.06	16,629.05	9,070.11	4,534.15	1,257.19	917.05	77,894.00
December	5,858.17	3,931.19	11,962.07	28,128.10	16,988.12	8,893.13	4,505.01	1,797.07	868.08	82,934.14
1902.										
January	5,406.06	4,239.11	13,490.12	32,996.09	20,149.00	10,767.13	5,699.07	2,321.14	428.06	95,496.18
February	3,253.00	3,155.10	9,270.19	24,128.12	15,075.05	7,434.07	3,757.05	1,729.12	503.17	68,310.07
March	4,394.03	3,670.06	10,814.14	27,988.01	17,250.18	8,962.12	3,476.03	929.06	489.11	77,975.14
April	3,823.02	3,896.14	12,667.14	33,364.17	21,857.16	11,262.09	5,543.01	1,761.08	422.01	94,599.02
May	117.19	238.04	2,126.08	7,356.18	5,159.01	2,556.11	1,150.14	575.09	120.08	19,461.12
June										
Total for fiscal year 1902	50,516.13	42,275.17	117,488.17	292,132.10	188,094.05	100,979.14	53,409.17	18,319.14	6,306.09	869,523.16
1902.										
July										
August										
September										
October	19.17	65.16	718.13	1,619.13	1,099.07	735.02	511.16	266.10	101.01	5,137.15
November	491.19	637.17	7,896.12	22,062.10	13,615.15	9,084.02	3,938.18	1,263.04	410.17	59,401.14
December	471.10	518.04	8,602.18	21,955.13	12,440.13	8,589.09	2,737.15	491.16	198.06	56,006.04

1903.										
January	589.18	450.14	10,260.03	22,757.18	13,439.08	9,247.03	3,012.01	544.15	17.16	60,319.16
February	460.14	304.15	8,958.19	20,602.18	12,110.17	8,572.17	2,699.11	428.05		54,138.16
March	458.09	646.10	9,300.12	21,364.19	14,216.05	9,325.14	2,875.04	1,369.00	201.09	59,758.02
April		625.15	8,171.06	17,391.18	11,699.08	7,451.17	2,147.01			47,487.05
May		1,738.06	16,564.06	14,252.09	9,305.00	5,057.02	1,346.06			48,263.09
June		381.07	8,635.00	20,181.10	13,160.11	8,369.11	2,683.17			53,411.16
Total for fiscal year 1903	2,492.07	5,369.04	79,108.09	162,189.08	101,087.04	66,432.17	21,952.09	4,363.10	929.09	443,924.17
1903.										
July		486.09	4,835.02	15,723.07	9,465.09	5,966.02	1,962.11			38,439.00
August		462.14	3,485.09	14,113.18	8,532.00	5,457.15	1,333.01	103.07		33,488.04
September		272.19	5,182.14	15,553.07	8,993.11	5,882.08	1,294.07	128.16		37,308.02
October		163.19	2,480.19	6,461.02	3,720.06	2,356.06	376.14	74.13		15,633.19
November		155.01	4,835.01	13,154.17	7,709.03	5,131.17	780.11	96.12		31,863.02
December		125.15	4,465.10	12,422.05	7,885.07	5,189.13	784.16	38.08		30,911.14
1904.										
January		111.05	2,060.08	8,714.17	6,060.13	3,772.15	420.11	21.14		21,162.03
February		147.07	1,382.12	8,912.13	7,527.16	4,221.12	452.01		34.17	22,678.18
March		100.19	1,873.07	9,802.07	9,664.04	5,152.00	745.00			27,337.17
April		1,400.15	8,430.13	6,275.15	3,567.03	808.11				20,482.17
May			3,276.17	10,940.05	8,201.19	4,734.02	850.00			28,003.03
June			3,893.18	11,929.10	9,071.09	4,960.02	1,211.11			31,066.10
Total for fiscal year 1904		3,427.03	46,202.10	134,004.03	90,399.00	53,633.03	10,211.03	463.10	34.17	338,375.09
1904.										
July			3,446.08	8,568.13	5,854.07	3,746.11	1,158.05			22,774.04
August			4,358.13	9,323.12	6,246.04	3,957.12	1,299.01			25,185.02
September			4,812.12	10,264.08	6,355.16	4,428.04	1,109.04			26,970.04
October			4,715.00	9,233.06	5,963.16	3,808.12	1,419.07			25,140.01
November			5,042.00	10,913.07	7,251.00	4,470.18	2,146.16			29,824.01
December			6,124.19	12,598.07	7,737.12	5,448.03	2,146.04			34,075.05
1905.										
January			6,366.18	10,977.18	6,773.16	4,587.15	1,994.16			30,701.03
February			6,761.14	10,131.00	6,241.16	4,169.15	1,601.07			28,905.12
March			9,371.17	12,867.03	8,609.19	5,225.08	2,426.05			38,500.12
April			7,524.16	11,755.07	7,069.10	4,739.12	2,229.05	32.11		33,351.01
May			7,585.14	12,901.06	8,192.02	5,428.03	3,368.01			37,475.06
June			8,059.18	13,806.15	8,427.19	5,873.01	3,356.05			39,523.18
Total for fiscal year 1905			74,170.09	133,341.02	84,743.17	55,883.14	24,254.16	32.11		372,426.09

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 104.

NEW YORK, SUSQUEHANNA AND WESTERN COAL CO.

Long tons of anthracite coal purchased by New York, Susquehanna & Western Coal Company under 65 per cent contracts, so called, and sold to the Pennsylvania Coal Company at the mines, from July, 1905, to April 30, 1908, for the same prices which it paid for it.[a]

[These figures are included in the statement of coal purchased by the Pennsylvania Coal Co.]

Month.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Total.
1905.						
July	5,307.14	9,228.10	5,887.06	3,792.19	2,350.13	26,567.02
August	5,359.05	9,706.18	5,788.11	3,936.11	2,177.13	26,968.18
September	6,164.10	11,751.09	6,767.03	4,907.02	2,743.02	32,333.06
October	6,951.13	12,969.15	7,769.07	5,255.13	2,965.18	35,912.06
November	7,125.03	12,346.02	8,080.17	5,454.18	3,201.01	36,208.01
December	6,817.01	10,471.12	6,427.06	4,208.00	2,457.10	30,381.09
1906.						
January	7,174.03	11,066.04	7,060.03	4,453.17	2,559.09	32,313.16
February	2,148.03	3,150.10	1,872.09	1,205.14	562.07	8,939.03
March						
April						
May						
June					43.17	43.17
Total for fiscal year 1906.	47,047.12	80,691.00	49,653.02	33,214.14	19,061.10	229,667.18
1906.						
July						
August	978.00	2,006.11	1,447.17	899.14	386.17	5,718.19
September	4,968.13	8,419.05	5,751.04	3,997.08	2,703.13	25,840.03
October	5,533.05	8,674.10	5,916.17	3,579.04	2,885.06	26,589.02
November	4,979.16	5,631.01	3,967.11	2,656.04	1,272.13	18,507.05
December	7,365.06	8,106.01	5,300.07	3,744.07	1,130.12	25,646.13
1907.						
January	8,383.14	8,898.18	5,806.12	3,993.02	942.00	28,024.06
February	7,443.09	8,085.16	5,252.06	3,605.13	849.14	25,236.18
March	8,354.02	9,393.13	6,107.02	4,055.07	1,943.00	29,853.04
April	7,623.12	8,148.05	5,925.15	3,729.12	1,855.08	27,282.12
May	5,669.12	6,248.04	4,443.12	2,677.19	1,857.19	20,897.06
June	1,597.11	2,039.14	1,164.02	750.10	398.12	5,950.09
Total for fiscal year 1907.	62,897.00	75,651.18	51,083.05	33,689.00	16,225.14	239,546.17
1907.						
July	7,464.04	10,613.09	6,366.03	4,060.12	2,614.08	31,118.16
August	6,865.10	9,496.17	5,600.15	3,843.17	2,379.10	28,186.09
September	8,227.09	10,880.02	6,368.05	4,327.06	2,650.09	32,453.11
October	9,762.08	11,469.05	7,064.06	4,486.02	2,662.16	35,444.17
November	9,713.16	10,946.07	6,753.02	4,196.18	2,432.00	34,042.03
December	9,489.04	11,234.03	6,655.06	4,034.03	1,796.08	33,209.04
1908.						
January	8,838.14	11,050.04	6,479.11	4,367.04	1,673.19	32,409.12
February	8,435.16	10,053.02	5,797.19	4,791.13	1,938.05	31,016.15
March	9,931.18	11,538.01	7,314.12	5,673.15	2,084.18	36,543.04
April	8,826.02	11,189.12	6,724.06	4,810.11	2,254.03	33,804.14
Total from July, 1907, to April, 1908	87,555.01	108,471.02	65,124.05	44,592.01	22,486.16	328,229.05

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 105.

NEW YORK, SUSQUEHANNA AND WESTERN COAL COMPANY.

Total shipments of anthracite coal to New York Harbor points f. o. b. from November, 1900, to June 30, 1901, via N. Y., S. & W. R. R.[a]

1900.	Long tons.
November	61,111.11
December	80,213.08
1901.	
January	85,256.10
February	61,301.11
March	40,709.10
April	22,322.04
May	29,062.18
June	44,545.01
	424,522.13

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 106.

TEMPLE IRON COMPANY.

List of officers and directors as of June 12, 1907.

OFFICERS.

President.....GEORGE F. BAER, Philadelphia, Pa.
Vice-president and treasurer.....A. F. LAW, Scranton, Pa.
Secretary.....GEORGE L. HOUSER, Scranton, Pa.
Assistant treasurer:
Iron department.....GEORGE B. CONNARD, Reading, Pa.
Coal department.....A. M. BINGHAM, Scranton, Pa.

DIRECTORS.

George F. Baer, Philadelphia, Pa.
Joseph S. Harris, Philadelphia, Pa.
W. H. Truesdale, New York City, N. Y.
E. B. Thomas, South Bethlehem, Pa.
F. C. Smink, Reading, Pa.
Thomas P. Fowler, New York City, N. Y.
F. D. Underwood, New York City, N. Y.
Albert Broden, Reading, Pa.
George B. Connard, Reading, Pa.

TEMPLE IRON COMPANY.

List of officers and directors as of September 29, 1908.

OFFICERS.

President.....GEORGE F. BAER, Philadelphia, Pa.
Vice-president and treasurer.....A. F. LAW, Scranton, Pa.
Secretary.....GEORGE L. HOUSER, Scranton, Pa.
Assistant treasurer:
Iron department.....ALBERT BRODEN, Reading, Pa.
Coal department.....A. M. BINGHAM, Scranton, Pa.

DIRECTORS.

George F. Baer, Philadelphia, Pa.
Joseph S. Harris, Philadelphia, Pa.
W. H. Truesdale, New York City, N. Y.
E. B. Thomas, South Bethlehem, Pa.
F. C. Smink, Reading, Pa.
Thomas P. Fowler, New York City, N. Y.
F. D. Underwood, New York City, N. Y.
Albert Broden, Reading, Pa.
W. J. Richards, Pottsville, Pa.

GOVERNMENT EXHIBIT No. 107.

TEMPLE IRON COMPANY.

[Incorporated March 22, 1873.]

List of stockholders of record June 12, 1907.

Name.	Address.	Number of shares.	Date of transfer.
Broden, Albert	Reading, Pa	3	Apr. 14, 1901
Connard, George B	do	3	Do.
Central Railroad Company of New Jersey		4,271	Dec. 31, 1906
Delaware, Lackawanna and Western Railroad Co		4,870	Do.
Erie Railroad Co		1,457	Do.
Fowler, Thomas P	New York City	1	Mar. 15, 1902
Harris, Joseph S	Philadelphia, Pa	5	Mar. 18, 1899
Lehigh Valley Railroad Co		5,709	Dec. 31, 1906
New York, Susquehanna and Western R. R. Co		1,168	Do.
Philadelphia and Reading Coal and Iron Co		200	Do.
Reading Co		2,816	Do.
Reading Iron Co		4,459	Do.
Smink, F. C	Reading, Pa	3	Apr. 14, 1901
Truesdale, W. H	New York City	5	Mar. 18, 1899
Underwood, F. D	do	5	Jan. 24, 1907
Baer, George F	Philadelphia, Pa	9	Do.
Loomis, E. E	New York City	5	Do.
Thomas, E. B	South Bethlehem, Pa	11	Do.
Total		25,000	

25,000 shares, at $100, $2,500,000.

TEMPLE IRON COMPANY.

[Incorporated March 22, 1873.]

List of stockholders of record September 29, 1908.

Name.	Address.	Number of shares.	Date of transfer.
Broden, Albert	Reading, Pa	3	Apr. 14, 1901
Richards, W. J	Pottsville, Pa	3	Mar. 19, 1908
Central Railroad Company of New Jersey		4,271	Dec. 31, 1906
Delaware, Lackawanna and Western Railroad Co		4,870	Do.
Erie Railroad Co		1,457	Do.
Fowler, Thomas P	New York City	1	Mar. 15, 1902
Harris, Joseph S	Philadelphia, Pa	5	May 18, 1899
Lehigh Valley Railroad Co		5,709	Dec. 31, 1906
New York, Susquehanna and Western Railroad Co		1,168	Do.
Philadelphia and Reading Coal and Iron Co		200	Do.
Reading Co		2,816	Do.
Reading Iron Co		4,459	Do.
Smink, F. C	Reading, Pa	3	Apr. 14, 1901
Truesdale, W. H	New York City	5	Mar. 18, 1899
Underwood, F. D	do	5	Jan. 24, 1907
Baer, George F	Philadelphia, Pa	9	Do.
Loomis, E. E	New York City	5	Jan. 12, 1907
Thomas, E. B	South Bethlehem, Pa	11	Do.
		25,000	

25,000 shares, at $100, $2,500,000.

GOVERNMENT EXHIBIT No. 108.

THE TEMPLE IRON COMPANY; THE NORTHWEST COAL COMPANY; THE EDGERTON COAL COMPANY; THE STERRICK CREEK COAL COMPANY; THE LACKAWANNA COAL COMPANY (LIMITED); THE MOUNT LOOKOUT COAL COMPANY; THE FORTY FORT COAL COMPANY; THE BABYLON COAL COMPANY.

Total number of acres of land in the anthracite-producing area of Pennsylvania,—

	With coal.	Barren.	Total.
Owned by—			
Edgerton Coal Co	41.00	297.00	338.00
Lackawanna Coal Co., Ltd	107.23	30.00	137.23
Mount Lookout Coal Co	70.63	.....	70.63
	218.86	327.00	545.86
Held by lease by—			
Temple Iron Co	630.00	.....	630.00
Northwest Coal Co	319.00	.....	319.00
Edgerton Coal Co	247.00	2,705.25	2,952.25
Sterrick Creek Coal Co	729.13	.....	729.13
Lackawanna Coal Co., Ltd	230.00	.....	230.00
Babylon Coal Co	271.51	77.91	349.42
Mount Lookout Coal Co	533.95	2.71	536.66
Forty Fort Coal Co	1,286.62	84.00	1,370.62
Total	4,247.21	2,869.87	7,117.08

GOVERNMENT EXHIBIT No. 109.

TEMPLE IRON COMPANY.

Date, amount, and general location of each separate acquisition of land by purchase by the controlled companies of the Temple Iron Company in the anthracite-producing area of Pennsylvania.

Date.	With coal.	Barren.	Total.	Location.
January 2, 1893	19.00	.....	19.00	Lackawanna County.
August 28, 1900	22.00	297.00	319.00	Do.
June 29, 1883	43.73	.....	43.73	Do.
June 8, 1894	43.50	.....	43.50	Do.
July 12, 1892	20.00	30.00	50.00	Do.
January 12, 1901	2.50	.....	2.50	Luzerne County.
April 25, 1901	.33	.....	.33	Do.
Do	1.12	.....	1.12	Do.
March 1, 1899	1.13	.....	1.13	Do.
June 13, 1889	.36	.....	.36	Do.
September 13, 1901	.53	.....	.53	Do.
November 29, 1892	.87	.....	.87	Do.
September 3, 1895	2.00	.....	2.00	Do.
September 8, 1893	.44	.....	.44	Do.
October 1, 1892	.32	.....	.32	Do.
September 30, 1895	2.62	.....	2.62	Do.
November 29, 1892	.22	.....	.22	Do.
February 15, 1893	.46	.....	.46	Do.
August 28, 1900	57.73	.....	57.73	Do.
Total	218.86	327.00	545.86	

GOVERNMENT EXHIBIT No. 110.

TEMPLE IRON COMPANY.

Date, amount, and general location of each separate acquisition of land by lease by the controlled companies of the Temple Iron Company in the anthracite-producing area of Pennsylvania.

Date.	With coal.	Barren.	Total.	Location.
May 24, 1902	630.00		630.00	Lackawanna County.
July 17, 1890	19.00		19.00	Do.
Do	300.00		300.00	Do.
July 2, 1892	678.13		678.13	Do.
April 20, 1904	51.00		51.00	Do.
December 19, 1884	105.00	2,025.00	2,130.00	Do.
February 23, 1889	82.00	169.00	251.00	Do.
May 14, 1889	40.00	24.00	64.00	Do.
October 21, 1889		487.25	487.25	Do.
April 4, 1900	20.00		20.00	Do.
June 27, 1881	180.00		180.00	Do.
March 24, 1883	45.00		45.00	Do.
April 4, 1883	5.00		5.00	Do.
January 1, 1890	271.51	77.91	349.42	Part in Lackawanna, part in Luzerne.
November 5, 1888	107.93		107.93	Luzerne County.
February 21, 1889	25.67		25.67	Do.
January 12, 1889	363.73	2.71	366.44	Do.
January 19, 1889	7.32		7.32	Do.
October 1, 1888	1.25		1.25	Do.
December 28, 1888	3.87		3.87	Do.
February 27, 1893	1.75		1.75	Do.
January 26, 1893	.15		.15	Do.
March 14, 1893	.23		.23	Do.
May 13, 1901	.48		.48	Do.
Do	1.07		1.07	Do.
May 4, 1901	.47		.47	Do.
July 1, 1901	1.00		1.00	Do.
September 4, 1888	1.32		1.32	Do.
Do	4.23		4.23	Do.
Do	2.42		2.42	Do.
May 21, 1901	.22		.22	Do.
October 1, 1888	.22		.22	Do.
February 21, 1889	1.14		1.14	Do.
October 1, 1888	.30		.30	Do.
Do	1.16		1.16	Do.
May 21, 1901	.78		.78	Do.
October 5, 1901	3.64		3.64	Do.
May 21, 1901	.09		.09	Do.
August 11, 1903	3.51		3.51	Do.
March 31, 1894	1,282.00	84.00	1,366.00	Do.
Sept. 20, 1901	.90		.90	Do.
Do	1.30		1.30	Do.
August 29, 1903	2.42		2.42	Do.
Total	4,247.21	2,869.87	7,117.08	

GOVERNMENT EXHIBIT No. 111.

TEMPLE IRON COMPANY.

Number of acres of land in the anthracite-producing area of Pennsylvania, leased and subleased to others, and length of term of such leases and subleases by the following companies.

Name of lessor company.	Number of acres.	Length of term.
Temple Iron Co	7.00	3 years.
Babylon Coal Co	349.42	Indefinite.
Edgerton Coal Co	370.00	4 years.
	319.00	5 years.
	522.00	Do.
	1,211.00	
Lackawanna Coal Co., Ltd	50.00	Do.
Mount Lookout Coal Co	8.70	Indefinite.
Forty Fort Coal Co	301.15	Do.
	58.40	Do.
	359.55	

GOVERNMENT EXHIBIT No. 112.

NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

Capital stock outstanding (shares, $100):

Preferred (the preferred stock was originally $2,000,000. By act of legislature company was authorized to retire stock by issue of bonds; $1,999,960 was so retired, the stock being held by trustees for the company, without any rights except voting, until all the preferred shall be turned in)	$4,000.00
Common (the odd amount is represented by scrip)	58,113,982.84
Of this amount there is held by New York, New Haven and Hartford Railroad Company, as registered on stock books of New York, Ontario and Western Railway Company, on September 29, 1908	29,060,000.00

OFFICERS.

President	THOMAS P. FLOWER, New York.
Vice-president and general counsel	JOHN B. KERR, New York.
Vice-president and general manager	JAMES E. CHILDS, New York.
Secretary and treasurer	RICHARD D. RICKARD, New York.
Assistant secretary	JAMES M. FLEMING, New York.
Assistant treasurer	ARTHUR L. PARMELEE, New York.

DIRECTORS.

Charles F. Brooker, Ansonia, Conn.
D. Newton Barney, Hartford, Conn.
Frank W. Cheney, South Manchester, Conn.
James E. Childs, New York.
Thomas P. Fowler, New York.
John B. Kerr, New York.
Charles S. Mellen, New Haven, Conn.
George Macculloch Miller, New York.
J. Pierpont Morgan, New York.
Wm. Rockefeller, New York.
Grant B. Schley, New York.
William Skinner, Holyoke, Mass.
Charles S. Whelen, Philadelphia, Pa.

GOVERNMENT EXHIBIT No. 113.

New York, Ontario and Western Railway Company.

Total freight tonnage, 1907	net tons..	5,521,893
Total anthracite tonnage, 1907	do....	3,110,461
Gross freight earnings, 1907		$6,299,830.19
Gross earnings anthracite coal, 1907		$3,633,990.14

Shipments of anthracite coal to tide water during calendar years 1900–1907.[a]

	Long tons.
1900	770,385.18
1901	1,156,209.01
1902	769,199.12
1903	1,043,428.08
1904	1,141,026.01
1905	1,274,669.07
1906	1,052,507.12
1907	968,828.19

Of the above shipments not more than 100,000 tons in all were shipped by independent producers, the remainder by the Scranton and Elk Hill Coal and Iron Companies, whose stock is owned by the New York, Ontario and Western Railway Company; and in some of the earlier years by the railway company itself.

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[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 114.

Collieries and washeries on line of New York, Ontario and Western Railway Company.

Colliery.	Owner.	Estimated capacity per day.
		Tons.
Pine Brook	Scranton Coal Co.	1,500
Capouse	do	1,000
Riverside	do	400
Black Diamond	do	300
Mount Pleasant	Elk Hill Coal and Iron Co.	800
Johnson	do	1,800
West Ridge	do	300
Raymond	do	1,200
Richmond No. 3	do	800
Ontario	do	1,200
North End	North End Coal Co.	.....
Northwest	Temple Iron Co.	.....
Northeast	North East Coal Co.	.....
Pancoast	Price-Pancoast Coal Co.	.....
Mount Jessup	Mount Jessup Coal Co.	.....
Bulls Head	Bulls Head Coal Co.	.....
Finn	Finn Coal Co.	.....
Bloes & Rice	Bloes & Rice	.....
Blakeley	Blakeley Coal Co.	.....
Morse Hill	Morse Hill Coal Co.	.....
	Carbondale Coal Co.	.....
	Clinton Falls Coal Co.	.....
	M. Schlosser	.....
	F. Schrager	.....
	H. J. Stowe	.....
Washery.		
Capouse	Scranton Coal Co.	(a)
Mount Pleasant	Elk Hill Coal and Iron Co.	(b)
Ontario	do	(c)
Pancoast	Price-Pancoast Coal Co.	.....

[a] Worked out in 1907. [b] Worked out in 1908. [c] Commenced 1908.

None of the above collieries or washeries are owned or operated, nor is any coal purchased by the railway company, except coal for fuel supply.

All the capital stock of the Scranton Coal Company and the Elk Hill Coal and Iron Company is owned by the railway company. By agreement made between the two companies, the Scranton Coal Company operates and markets all the coal produced from the collieries and washeries owned by the Elk Hill Coal and Iron Company.

The Scranton Coal Company purchases from the collieries named below a portion of the coal produced during each month, paying therefor the current price, but it has no continuing contract to do so: From the North End, about 20 per cent of its output; from the Northwest, about one-half of its output; from the Mount Jessup, about one-half of its output; from the Pancoast, about one-third of its output.

The Northeast, Bulls Head, Finn, and Bloes & Rice are small operations, selling most of their coal locally at the breaker, the remainder not so sold being purchased by the Scranton Coal Company.

All the product of the Pancoast washery has also been purchased by the Scranton Coal Company.

The Blakeley, Carbondale, Morse Hill, Clinton Falls, Schlosser, Schrager, and Stowe operations are also small ones, selling locally and making small shipments to local points on their own account.

GOVERNMENT EXHIBIT No. 115.

ELK HILL COAL AND IRON COMPANY.

[Authorized capital, $60,000.]

List of stockholders, September 29, 1908.

Date of issue of certificate.	Name.	Number of shares.
Jan. 15, 1907	James E. Burr	1
Do	John R. Bryden	1
Aug. 15, 1902	James E. Childs	10
Do	Thomas P. Fowler	1,150
Aug. 27, 1906	do	20
Aug. 15, 1902	John B. Kerr	10
Jan. 15, 1907	Richard D. Rickard	8
	Total	1,200

The above stock was acquired by New York, Ontario and Western Railway Company in 1898 and is now owned by it.

OFFICERS.

President.....Thomas P. Fowler.
Vice-presidents.....John B. Kerr and James E. Childs.
Secretary-treasurer.....Richard D. Rickard.
Assistant treasurer.....Frank E. Platt.

DIRECTORS.

James E. Burr, Scranton, Pa.
John R. Bryden, Scranton, Pa.
Thomas P. Fowler, New York, N. Y.
John B. Kerr, New York, N. Y.
James E. Childs, New York, N. Y.

GOVERNMENT EXHIBIT No. 116.

SCRANTON COAL COMPANY.

[Authorized capital, $200,000.]

List of stockholders, September 29, 1908.

Date of issue of certificate.	Name.	Number of shares.
Dec. 1, 1899	James E. Burr	1
Do.	John R. Bryden	1
Aug. 15, 1902	James E. Childs	10
Do.	Thomas P. Fowler	1,980
Aug. 27, 1906	....do	20
Aug. 15, 1902	John B. Kerr	10
Dec. 1, 1899	Richard D. Rickard	9
	Total	2,000

The above stock was acquired by New York, Ontario and Western Railway Company in 1899 and is now owned by it.

OFFICERS.

President.....Thomas P. Fowler.
Vice-presidents.....John B. Kerr and James E. Childs.
Secretary-treasurer.....Richard D. Rickard.
Assistant treasurer.....Frank E. Platt.

DIRECTORS.

James E. Burr, Scranton, Pa.
John R. Bryden, Scranton, Pa.
James E. Childs, New York, N. Y.
Thomas P. Fowler, New York, N. Y.
John B. Kerr, New York, N. Y.

GOVERNMENT EXHIBIT No. 117.

BLACK DIAMOND COAL CO.

[Capital stock, $27,000.]

OFFICERS.

President.....John R. Bryden.
Secretary-treasurer.....F. E. Platt.

DIRECTORS.

J. E. Burr. John R. Bryden.
F. E. Platt.

The stock is registered in the following names:

	Shares.
George G. Brooks	5
J. H. Torrey	261
W. J. Torrey	2
C. H. Wells, jr.	2
Total	270

The above stock was acquired by the Scranton Coal Company in November, 1905, and is now owned by it.

GOVERNMENT EXHIBIT No. 118.

LANDS OWNED AND LEASED BY COMPANIES, STOCK OF WHICH IS OWNED BY NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY, IN THE ANTHRACITE COAL-PRODUCING AREA OF PENNSYLVANIA.

Scranton Coal Company owns all coal in lands under surface area of 4,808 acres in Lackawanna County and 28 acres in Wayne County, and leases coal in lands in Lackawanna County under surface area of 372.1 acres. Coal is supposed to underlie 2,573 acres of area owned and leased. Of the above total areas 3,060.5 acres were acquired in 1899, 396 in 1904, 1,710 in 1905, 212 in 1906, and 31.3 in 1907. All the property acquired in 1899 was operated by another company at time of purchase by Scranton Coal Company.

Elk Hill Coal and Iron Company owns all coal under surface area of 906.8 acres and leases coal under surface area of 3,982.9 acres in Lackawanna County. Coal is supposed to underlie 3,049.4 acres of areas owned and leased. It also owns eleven-twentieths of tract of 29 acres, which it has leased to the Delaware and Hudson Company in Lackawanna County, and 368.75 acres which it has leased to the Hillside Coal and Iron Company, part in Lackawanna and part in Wayne County. Of all above 30.5 acres was acquired in 1888, 277 in 1902, 129.4 in 1903, and the balance in 1900. Much of the property was operated by other companies prior to purchases from those companies by the Elk Hill Coal and Iron Company in 1900.

Black Diamond Coal Company (stock owned by Scranton Coal Company). Coal leased in lands in Lackawanna County surface area, 224.6, of which coal is supposed to underlie 121.7 acres. Stock of the Black Diamond was purchased by the Scranton Coal Company in November, 1905, but the leases were acquired by the Black Diamond several years prior to that date.

GOVERNMENT EXHIBIT No. 119.

SCRANTON COAL COMPANY.

Statement of anthracite coal purchased by Scranton Coal Company from various collieries, on the price basis provided in the so-called 65 per cent contracts, from January 1, 1907, to April 30, 1908.[a]

Date and company from which purchased.	Grate.	Egg.	Stove.	Nut.	Pea.	Buckwheat.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
North End Coal Co.									
1907.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January	144.17	287.18	207.00	131.02	135.19	247.06	.....	45.10	1,199.12
February	183.04	335.05	267.05	284.11	207.15	318.10	.....	.....	1,596.10
March	199.03	461.09	281.18	266.14	270.15	616.16	.....	69.17	2,166.12
April	139.04	366.01	302.00	209.18	283.14	432.06	.....	.....	1,733.03
May	158.10	508.01	293.03	254.00	321.09	537.05	.....	118.01	2,190.09
June	207.19	345.15	171.07	230.19	262.01	479.01	.....	162.06	1,859.08
July	155.05	135.15	132.00	121.13	115.14	168.14	.....	24.00	853.01
August	143.01	101.02	122.09	106.03	79.05	111.08	.....	23.06	686.14
September	196.09	253.10	270.03	188.19	155.09	226.13	.....	.....	1,291.03
October	178.14	186.03	137.10	152.09	168.06	74.14	.....	.....	897.16
November	348.12	352.16	282.11	310.05	295.04	233.12	.....	.....	1,823.00
December	344.09	365.00	328.06	250.13	304.08	207.06	.....	20.02	1,820.04
1908.									
January	319.06	370.01	403.01	286.12	233.15	200.08	.....	23.12	1,836.15
February	238.00	361.05	378.05	273.03	201.11	188.18	.....	.....	1,641.02
March	115.03	93.13	121.12	95.00	48.12	82.19	.....	24.00	580.19
April	100.17	118.05	150.05	93.04	68.04	45.15	.....	42.17	619.07
Total	3,172.13	4,641.19	3,848.15	3,255.05	3,152.01	4,171.11	.....	553.11	22,795.15
Bulls Head Coal Co.									
1907.									
January	.....	118.12	24.06	.....	.....	.....	.....	.....	143.00
February	.....	44.14	24.03	.....	.....	.....	.....	.....	68.17
March	.....	249.13	93.09	97.18	.....	.....	.....	.....	441.00
April	.....	169.17	119.09	71.15	.....	.....	.....	.....	361.01
May	.....	200.07	159.09	155.16	.....	.....	.....	.....	515.12
June	.....	296.06	225.15	271.15	.....	.....	.....	.....	793.16
July	.....	167.07	137.07	155.11	.....	.....	.....	.....	460.05
August	.....	96.05	94.09	92.00	.....	.....	.....	.....	282.14
September	.....	112.17	45.07	23.11	.....	.....	.....	.....	181.15
October	.....	165.03	72.05	21.03	.....	.....	.....	.....	258.11
November	.....	73.07	20.13	.....	.....	.....	.....	.....	94.00
December	.....	297.05	141.16	68.12	.....	20.02	.....	.....	527.15

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1908.									
January		332.19	255.02	211.05					799.06
February		258.08	180.15	166.04					605.07
March		342.14	324.01	391.19					1,058.14
April		316.06	248.05	283.03					847.14
Total		3,242.00	2,166.13	2,010.12		20.02			7,439.07
Mount Jessup Coal Co.									
1907.									
January	353.08	1,411.11	1,380.14	1,571.15	1,160.09	738.04		230.18	6,846.19
February									
March									
April									
May									
June									
July									
August									
September		345.03	467.12	431.16	324.12	308.15	47.07	103.17	2,029.02
October	24.14	2,312.13	2,200.01	2,100.05	1,264.10	1,650.17	45.01	236.12	9,834.13
November		2,984.12	2,459.08	2,662.13	1,424.07	1,755.09	23.09	296.15	11,606.13
December		2,453.18	1,909.00	2,267.14	1,097.14	1,185.12	70.06	73.15	9,057.19
1908.									
January		2,257.09	1,819.06	2,671.01	1,833.09	1,188.11	83.06	223.04	10,076.06
February		1,324.12	1,242.03	1,389.17	810.14	424.10		172.01	5,363.17
March		2,239.01	1,534.07	2,768.09	1,718.19	1,455.06		302.04	10,018.06
April		2,293.02	2,493.12	2,664.09	1,600.01	1,375.06		445.18	10,872.08
Total	378.02	17,622.01	15,506.03	18,527.19	11,234.15	10,082.10	269.09	2,085.04	75,706.03
Temple Iron Co. (Northwest Colliery).									
1907.									
January	918.17	1,095.09	1,634.02	1,443.07	1,318.08	1,495.02	65.02	249.10	8,219.17
February	636.13	1,067.06	2,055.06	1,510.04	1,768.02	1,573.11	66.01	258.02	8,935.05
March	661.04	1,233.04	1,650.12	1,676.10	1,552.00	1,647.10	88.09	329.01	8,838.10
April	600.19	1,089.01	1,652.01	1,565.13	1,306.11	1,658.19	127.06	296.01	8,296.11
May	620.17	1,190.05	1,577.11	1,762.04	1,245.13	1,853.13	216.15	353.09	8,820.07
June	809.18	1,092.10	1,285.04	1,505.07	1,180.02	1,720.14	179.14	490.02	8,263.11
July	807.13	1,121.06	1,323.08	1,809.03	1,059.14	1,746.02	217.13	577.07	8,662.06
August	708.12	1,133.10	1,343.10	2,005.07	1,211.01	1,785.15	269.05	664.06	9,121.06
September	327.04	1,078.08	1,443.16	1,579.01	1,084.09	1,749.03	228.16	477.17	7,968.14
October	355.17	1,192.02	1,507.11	1,624.10	1,042.00	1,627.10	187.14	338.02	7,875.06
November	443.10	1,075.17	1,137.08	1,430.04	965.01	1,652.01	156.02	324.04	7,184.07
December	265.11	930.08	1,322.09	1,506.09	1,015.03	1,437.02	152.13	191.19	6,911.14
1908.									
January	451.09	1,181.03	1,680.18	1,972.10	1,228.15	1,731.16	123.07	159.08	8,529.06
February	322.12	1,202.19	1,639.04	2,005.15	1,253.15	1,721.07	94.08	212.11	8,452.11
March	464.18	1,205.19	1,708.16	2,224.07	1,421.02	1,833.19	179.15	319.11	9,358.07
April	511.05	1,163.19	1,410.19	2,131.17	1,342.18	1,772.17	154.14	346.09	8,834.18
Total	8,906.19	18,053.06	24,372.15	27,842.08	19,994.14	27,007.01	2,507.14	5,587.19	134,272.16

* Figures to right of decimal points are hundredweights, not hundredths of tons.

VERTICAL IN BOOK

GOVERNMENT EXHIBIT No. 119.—*Scranton Coal Company.—Statement of anthracite coal purchased by Scranton Coal Company from various collieries, on the price basis provided in the so-called 85 per cent contracts, from January 1, 1907, to April 30, 1908*[a]—Continued.

Date and company from which purchased.	Grate.	Egg.	Stove.	Nut.	Pea.	Buckwheat.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
Price-Pancoast Coal Co. (Price-Pancoast Colliery).									
1907.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January	1,316.11	4,226.08	6,178.14	4,034.01	4,291.11	3,383.02	2,345.00		25,775.07
February	807.15	4,357.09	6,708.02	3,092.05	3,081.14	2,237.17	2,165.17		22,460.19
March	1,195.09	5,696.17	6,617.03	3,274.01	4,657.00	2,654.11	2,785.13		28,880.14
April	418.19	1,548.14	1,803.07	1,085.13	3,212.04	1,341.10	2,426.07		11,936.14
May	165.10	516.16	568.13	288.02	426.01	382.09	2,094.17		4,420.08
June	530.07	749.03	761.13	525.00	1,013.01	2,381.05	2,985.14		8,948.03
July	2,149.00	422.07	411.09	376.12	2,422.10	1,621.18	2,932.00		10,345.14
August	1,083.17	1,640.15	1,983.18	1,515.19	3,128.18	2,137.01	2,986.06		14,459.14
September	167.13	407.15	474.02	349.18	1,202.13	1,278.09	2,962.01		6,962.02
October	86.07	357.00	357.08	306.01	688.00	1,082.17	3,075.10		6,021.03
November	107.14	382.14	711.03	483.15	646.03	1,093.04	2,368.11		5,791.04
December		344.07	558.07	428.18	417.02	544.19	2,288.13		4,582.06
1908.									
January		62.06	77.16		1,316.00	268.18	2,632.10		4,357.10
February		134.05	74.10	380.03	158.01	96.10	2,088.11		2,941.00
March	24.02	169.05	187.01	132.04	128.13	119.08	2,714.13		3,475.04
April		15.00	19.13		68.15		2,351.03		2,454.11
Total	8,032.04	21,101.01	27,480.19	16,341.12	26,958.08	20,593.05	41,231.08		161,739.13
Northeast Coal Co.									
1907.									
January		373.16	349.03	273.12	180.11	92.17	34.00		1,303.19
February		308.02	253.00	228.15	153.12	29.01			973.10
March		712.07	694.12	497.06	387.03	244.10	298.04		2,774.02
April		483.04	386.08	310.15	215.11	99.14	184.09	18.03	1,958.04
May		448.12	431.00	337.19	258.04	141.02	70.05	147.14	1,814.16
June		705.06	778.19	594.13	428.13	233.14	264.11	302.13	3,306.09
July		800.08	788.18	592.04	428.17	310.05	297.16	257.18	3,446.07
August		291.18	423.18	407.08	300.16	151.05	165.13	75.16	1,906.14
September		104.00		72.19	47.04	60.09	88.03	72.17	445.12
October		118.16	336.14	117.17	75.08	67.00	35.11		751.06
November		519.03	574.03	459.01	254.12	212.08	179.00	244.07	2,442.14
December		294.05	505.02	439.00	195.14	173.03	105.05	96.19	1,809.08
1908.									
January		259.04	462.11	406.18	152.04	110.00	43.11	51.15	1,486.03
February			96.09	97.15	48.14	21.08			264.06
March		98.03	134.19	82.18	34.05				350.05
April		245.10	345.10	276.01	97.10	68.02	26.08	59.18	1,118.19
Total		5,742.15	6,531.06	5,175.01	3,136.18	1,985.18	1,742.16	1,328.00	25,642.14

Finn Coal Co.									
1907.									
January		495.17	346.06	224.15	50.14	124.03			1,241.15
February		469.16	332.08	158.19		23.15			984.18
March		543.09	342.18	234.03	70.08	26.09			1,216.18
April		482.12	324.02	240.05	72.13	73.08			1,193.00
May									
June									
July									
August									
September									
October									
November									
December		315.14	169.10	97.05	24.03				606.12
1908.									
January		388.07	341.04	195.02	139.02	94.11			1,158.06
February		357.16	344.01	185.00	64.18	92.10			1,044.05
March		168.16	142.15	74.00	48.13	22.03			456.07
April									
Total		3,222.07	2,343.04	1,409.09	470.11	456.10			7,902.01
Blose & Rice Coal Co.									
1907.									
January									
February									
March									
April									
May									
June									
July									
August		41.10	72.09	47.17	22.16	42.18			227.10
September		23.06	49.14	47.12		23.05			143.17
October			23.07	22.07					45.14
November									
December									
1908.									
January									
February		84.04	124.10	23.12					232.06
March		107.10	94.15	68.08					270.13
April		44.00	46.15	25.09					116.04
Total		300.10	411.10	235.05	22.16	66.03			1,036.04
Total of each size purchased from all collieries	20,490.18	73,925.19	82,661.05	74,797.11	64,970.01	64,383.00	45,751.05	9,554.14	436,534.13

• Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 119.—*Scranton Coal Company.—Statement of anthracite coal purchased by Scranton Coal Company from various collieries, on the price basis provided in the so-called 65 per cent contracts, from January 1, 1907, to April 30, 1908* [a]—Continued.

FROM WASHERIES.

Date and company from which purchased.	Grate.	Egg.	Stove.	Nut.	Pea.	Buckwheat.	Buckwheat No. 2.	Buckwheat No. 3.	Total.
Pancoast Washery (Price-Pancoast Coal Co.).									
1907.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January					227.03	962.06	1,636.18	3,840.07	6,666.14
February								1,427.07	1,427.07
March					21.10			2,323.08	2,344.18
April					246.18	685.08	1,304.11	3,237.14	5,474.11
May					341.05	1,473.17	2,976.16	6,093.19	10,885.17
June					606.01	1,318.01	1,817.11	5,305.18	9,047.11
July					488.01	1,588.17	1,809.11	5,544.18	9,431.07
August					294.01	1,383.09	2,031.14	5,449.06	9,158.10
September					162.05	1,176.15	1,152.11	4,830.15	7,322.06
October					253.11	959.05	1,478.15	4,283.11	6,975.02
November					431.04	1,682.05	1,638.08	5,156.12	8,908.09
December					514.07	1,200.07	1,346.02	3,990.11	7,051.07
1908.									
January					663.13	908.00	1,658.04	3,666.14	6,896.11
February								1,060.15	1,060.15
March					513.01	805.05	1,084.09	4,210.18	6,613.13
April					118.11	179.07	224.00	2,404.16	2,926.14
Total					4,881.11	14,323.02	20,159.10	62,827.09	102,191.12
Total from all collieries and washeries	20,490.18	73,925.19	82,661.05	74,797.11	69,851.12	78,706.02	65,910.15	72,382.03	538,726.05

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

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GOVERNMENT EXHIBIT No. 120.

DELAWARE AND HUDSON COMPANY.

Officers and managers or directors and capital stock of the Delaware and Hudson Company.

OFFICERS.

President	L. F. LOREE.
Chairman executive committee	R. M. OLYPHANT.
Vice-president	CHARLES A. PEABODY.
Second vice-president	C. S. SIMS.
Third vice-president	W. H. WILLIAMS.
Assistant to president and vice-president	W. B. SCHOFIELD.
Treasurer	C. A. WALKER.
Secretary	F. M. OLYPHANT.
Assistant secretary	TALBOT OLYPHANT.
General counsel	WILLIAM S. OPDYKE.

MANAGERS.

Robert M. Olyphant.	Dumont Clarke.
Chauncey M. Depew.	James A. Linen.
John Jacob Astor.	L. F. Loree.
R. Suydam Grant.	William S. Opdyke.
George I. Wilber.	J. Rogers Maxwell.
Charles A. Peabody.	Cornelius Vanderbilt.
Edward H. Harriman.	

The total amount of the outstanding capital stock of the Delaware and Hudson Company is 424,000 shares of $100 each, aggregating $42,400,000.

GOVERNMENT EXHIBIT No. 121.

DELAWARE AND HUDSON COMPANY.

The total freight tonnage carried by the Delaware and Hudson Company upon its railroad lines in 1907 was 20,633,726 tons.

Of such total tonnage the anthracite coal tonnage amounted to 10,025,312 tons.

The total gross earnings of the company from its freight traffic amounted to $16,644,725.52.

Of the total gross freight earnings the amount of $7,730,853.33 were earnings upon the carriage of anthracite coal.

GOVERNMENT EXHIBIT No. 122.

Statement showing the name of each producer of anthracite coal whose collieries are located upon the railroad operated or controlled by the Delaware and Hudson Company, or near enough thereto to be served by it, together with the name of the colliery or collieries operated by each producer.

Producer.	Name of colliery.
Carbondale Coal Mining Co	Bolands.
Barton Coal Co	Barton's.
Archbald Coal Co	Tappans.
Blakely Coal Co	Blakely.
Mott Haven Coal Co	Mott Haven.
Green Ridge Coal Co	Green Ridge.
Bulls Head Coal Co	Bulls Head.
Mountain Lake Coal Co	Mountain Lake.
Price-Pancoast Coal Co	Pancoast.
Traders Coal Co	Ridgewood.
Dunn Coal Co	Mountain Top.
F. P. Christian, trustee Hillside Coal Co	Hillside.
Spring Hill Coal Co	Spring Hill.
J. M. Stark	Stark.
Bradley Coal Co	Bradley washery.
Kingston Coal Co	Kingston No. 2.
Do	Kingston No. 4.
Do	Gaylord colliery. [a]

[a] It is expected that about 1,000 tons of the natural output of the Dodson colliery (operator, Peoples Bank of Wilkes-Barre, Pa.) will be prepared and shipped from the Gaylord colliery of the Kingston Coal Company.

GOVERNMENT EXHIBIT No. 123.

OFFICERS, DIRECTORS, AND STOCKHOLDERS OF HUDSON COAL COMPANY, JACKSON COAL COMPANY, NORTHERN COAL AND IRON COMPANY, SCHUYLKILL COAL AND IRON COMPANY, AND SHANFEROKE COAL COMPANY.

Officers and directors of the Hudson Coal Company.

OFFICERS.

President	L. F. LOREE.
Vice-president	C. S. SIMS.
Second vice-president	W. H. WILLIAMS.
Secretary and treasurer	C. A. WALKER.

DIRECTORS.

C. C. Rose.
L. F. Loree.
C. A. Walker.
C. S. Sims.
W. H. Williams.

The total capital stock of the Hudson Coal Company consists of 2,000 shares of $50 each, aggregating $100,000.

All such shares were acquired by the Delaware and Hudson Company in March, 1901.

Officers and directors of the Jackson Coal Company.

OFFICERS.

President	L. F. LOREE.
Vice-president	C. S. SIMS.
Vice-president	W. H. WILLIAMS
Secretary and treasurer	W. L. LAWRENCE.

DIRECTORS.

L. F. Loree.
C. S. Sims.
W. H. Williams.
C. C. Rose.
James H. Torrey.
Geo. R. Bedford.
W. L. Lawrence.

The total capital stock of the Jackson Coal Company consists of 2,000 shares of $50 each, aggregating $100,000.

All its capital stock is now owned by the Delaware and Hudson Company, such shares having been acquired by it as follows:

	Shares.
October, 1885	370
November, 1885	158
January, 1886	8
April, 1886	100½
November, 1887	100
January, 1888	206
March, 1888	34
August, 1888	25
December, 1888	15
February, 1889	20
July, 1889	20
October, 1889	10
July, 1903	422
August, 1903	205
October, 1904	5
August, 1905	95½
May, 1906	205½

GOVERNMENT EXHIBIT No. 123.—*Officers, directors, and stockholders of Hudson Coal Company, Jackson Coal Company, Northern Coal and Iron Company, Schuylkill Coal and Iron Company, and Shanferoke Coal Company*—Continued.

Officers and directors of the Northern Coal and Iron Company.

OFFICERS.

President	L. F. LOREE.
Vice-president	C. S. SIMS.
Vice-president	W. H. WILLIAMS.
Secretary and treasurer	W. L. LAWRENCE.
Comptroller	W. H. DAVIES.

DIRECTORS.

L. F. Loree.
C. S. Sims.
J. G. Eisele.
C. C. Rose.
W. H. Williams.
J. H. Torrey.
W. L. Lawrence.

The total capital stock of the Northern Coal and Iron Company consists of 15,000 shares of $100 each, aggregating $1,500,000.

All of such shares were acquired by the Delaware and Hudson Company in December, 1869.

Officers and directors of the Schuylkill Coal and Iron Company.

OFFICERS.

President	L. F. LOREE.
Vice-president	W. H. WILLIAMS.
Secretary	W. L. LAWRENCE.
Assistant secretary	F. M. OLYPHANT.
Treasurer	C. A. WALKER.

DIRECTORS.

L. F. Loree.
W. H. Williams.
W. S. Opdyke.

The total capital stock of the Schuylkill Coal and Iron Company is $1,000, all of which was acquired by the Hudson Coal Company in 1905.

Officers and directors of the Shanferoke Coal Company.

OFFICERS.

President	L. F. LOREE.
Vice-president	W. H. WILLIAMS.
Secretary	F. M. OLYPHANT.
Treasurer	C. A. WALKER.

DIRECTORS.

L. F. Loree.
W. H. Williams.
W. S. Opdyke.

The total capital stock of the Shanferoke Coal Company is $5,000, all of which was acquired by the Hudson Coal Company in 1905.

GOVERNMENT EXHIBIT No. 124.

DELAWARE AND HUDSON COMPANY.

Total number of acres in the anthracite producing area owned, leased, or held by other tenure by the Delaware and Hudson Company and its subsidiary companies, namely, the Hudson Coal Company, the Northern Coal and Iron Company, the Jackson Coal Company, the Schuylkill Coal and Iron Company, and the Shanferoke Coal Company, and portion acquired since Jan. 1, 1874.

	Acres.
The Delaware and Hudson Company:	
In Wayne County	291.77
In Lackawanna County	10,135.33
In Luzerne County	2,123.61
Total	12,550.71
The Northern Coal and Iron Company:	
In Lackawanna County	4,215.89
In Luzerne County	3,553.98
Total	7,769.87
The Hudson Coal Company:	
In Wayne County	3,559.87
In Susquehanna County	777.51
In Lackawanna County	3,582.96
In Luzerne County	3,478.84
Total	11,399.18
The Jackson Coal Company holds no coal property in fee, under lease or by any other tenure.	
The Schuylkill Coal and Iron Company:	
In Schuylkill County	1,759.00
The Shanferoke Coal Company:	
In Schuylkill County	1,702.00

RECAPITULATION.

The Delaware and Hudson Company	12,550.71
The Northern Coal and Iron Company	7,769.87
The Hudson Coal Company	11,399.18
The Schuylkill Coal and Iron Company	1,759.00
The Shanferoke Coal Company	1,702.00
Total	35,180.76

NOTE.—Between 9,000 and 10,000 acres of the lands in the above table lie outside of the cropping of the lowest known vein of coal which immediately overlies the Pottsville conglomerate rock, which is universally recognized as the limit of the coal basin, and therefore, though perhaps within the geographical limits of the anthracite-producing area, are not strictly within the anthracite coal basin.

Part of the lands of these companies are in fee and a part are held under mining leases.

Portion of the aforesaid lands of Delaware and Hudson Company, Northern Coal and Iron Company and Hudson Coal Company, acquired subsequent to January 1, 1874.

	Acres.
The Delaware and Hudson Company	[a] 2,376.56
The Northern Coal and Iron Company	855.64
The Hudson Coal Company [b]	11,399.18
Total	14,631.38

[a] 885.64 acres of this is surface over coal land previously owned or leased. This duplication in acreage was considered in reaching the total given above as actual present acreage owned by the Delaware and Hudson Company, and was not deducted from acreage acquired since January 1, 1896 (Govt. Ex. No. 125).

[b] Acquired its entire acreage since March 1, 1901.

GOVERNMENT EXHIBIT No. 125.

DELAWARE AND HUDSON COMPANY.

Excluding some exchanges of properties made for business purposes between the Delaware and Hudson Company and its subsidiary companies, the separate acquisitions of lands within the anthracite-producing area by said company and its subsidiaries since January 1, 1896, have been as follows:

Date.	Acreage.	Location.
May 17, 1897	0.24	Scranton, Lackawanna County.
November 15, 1898	.32	Do.
March 18, 1899	1.00	Do.
March 24, 1899	5.00	Do.
December 31, 1900	131.95	Do.
June 14, 1902	.27	Do.
April 8, 1903	.27	Do.
April 24, 1903	6.75	Do.
March 24, 1898	21.67	Olyphant, Lackawanna County.
April 30, 1903	310.00	Do.
October 12, 1903	.71	Do.
October 21, 1903	.51	Do.
November 20, 1903	.77	Do.
December 12, 1903	1.62	Do.
March 12, 1905	.21	Do.
March 29, 1905	.68	Do.
Do	.34	Do.
April 1, 1905	.77	Do.
April 4, 1905	.34	Do.
April 7, 1905	.17	Do.
May 26, 1905	.51	Do.
Do	.17	Do.
Do	.92	Do.
June 21, 1905	.17	Do.
July 14, 1905	.43	Do.
August 21, 1905	.17	Do.
September 23, 1905	1.38	Do.
November 20, 1905	.17	Do.
February 28, 1899	90.00	Do.
July 16, 1900	1.00	Do.
October 2, 1901	.40	Do.
April 12, 1902	53.00	Archbald, Lackawanna County.
February 21, 1896	.17	Carbondale, Lackawanna County.
September 24, 1896	.07	Do.
December 1, 1898	47.93	Do.
Do	212.52	Do.
Do	97.40	Carbondale, Lackawanna County.
Do	5.04	Do.
Do	101.65	Do.
January 4, 1901	40.00	Do.
December 18, 1902	60.00	Do.
April 25, 1906	0.50	Scranton, Lackawanna County.
June 16, 1906	100.00	Do.
April 13, 1891	0.20	Do.
September 25, 1896	0.34	Do.
April 20, 1906	0.30	Olyphant, Lackawanna County.
November 13, 1906	0.70	Do.
December 27, 1906	0.17	Do.
October 6, 1906	0.11	Do.
July 6, 1907	7.61	Scranton, Lackawanna County.
May 4, 1907	0.27	Do.
February 24, 1896	10.00	Do.
April 24, 1896	0.10	Do.
September 25, 1896	0.40	Do.
March 20, 1897	0.25	Do.
May 4, 1897	2.50	Do.
September 4, 1897	0.19	Do.
September 29, 1897	8.46	Do.
November 8, 1898	0.64	Do.
November 9, 1898	0.90	Do.
November 14, 1898	0.46	Do.
March 27, 1899	10.00	Do.
April 24, 1899	0.25	Do.
April 20, 1899	0.29	Do.
September 21, 1899	0.35	Do.
September 5, 1899	0.16	Do.
November 14, 1899	0.93	Do.
February 18, 1901	0.29	Do.
March 15, 1901	2.60	Do.
June 21, 1901	0.26	Do.
April 3, 1902	3.50	Do.
May 24, 1902	0.23	Do.
February 11, 1905	0.55	Do.

GOVERNMENT EXHIBIT No. 125.—*Delaware and Hudson Company.—Excluding some exchanges of properties made for business purposes between the Delaware and Hudson Company and its subsidiary companies, the separate acquisitions of lands within the anthracite-producing area by said company and its subsidiaries since January 1, 1896, have been as follows*—Continued.

Date.	Acreage.	Location.
April 20, 1901	115.90	Moosic, Lackawanna County.
May 9, 1901	0.22	Do.
August 24, 1901	60.85	Do.
December 30, 1901	250.07	Do.
April 29, 1901	1,490.85	Do.
Total	3,268.09	
January 17, 1900	1.00	Wilkes-Barre, Luzerne County.
November 21, 1900	1.48	Plymouth, Luzerne County.
July 30, 1901	114.95	Plains, Luzerne County.
June 26, 1907	1.27	Plymouth, Luzerne County.
January 20, 1896	162.00	Plains, Luzerne County.
November 27, 1896	0.06	Plymouth, Luzerne County
December 12, 1896	0.04	Do.
May 26, 1899	28.33	Do.
April 25, 1901	15.00	Do.
April 26, 1901	4.51	Do.
August 1, 1901	10.81	Do.
March 22, 1905	2.00	Do.
June 17, 1905	0.50	Do.
July 8, 1905	0.79	Do.
November 1, 1905	1.00	Do.
October 27, 1905	36.00	Do.
July 24, 1896	0.26	Plains, Luzerne County.
January 15, 1907	0.75	Plymouth, Luzerne County.
Do	0.13	Do.
Do	0.90	Do.
February 15, 1907	0.88	Do.
January 26, 1907	2.20	Do.
February 15, 1907	12.02	Do.
March 8, 1907	0.88	Do.
March 15, 1907	3.00	Do.
May 26, 1899	229.27	Do.
June 23, 1903	500.00	Plains, Luzerne County.
May 6, 1902	712.84	Do.
April 30, 1902	196.60	Do.
April 29, 1901	618.29	Laflin, Luzerne County.
Do	517.26	Avoca, Luzerne County.
Total	3,174.02	
In years 1905 and 1906	760.00	Blythe Township, Schuylkill County.
Do	140.00	Norwegian Township, Schuylkill County.
Do	297.00	Pottsville Borough, Schuylkill County.
Do	256.00	Norwegian Township, Schuylkill County.
Do	126.00	Pottsville Borough, Schuylkill County.
Do	530.00	Tremont Township, Schuylkill County.
Do	180.00	Do.
Do	1,172.00	Blythe Township, Schuylkill County. Schuylkill Township, Schuylkill County. Middleport Borough, Schuylkill County.
Total	3,461.00	

GOVERNMENT EXHIBIT No. 126.

DELAWARE AND HUDSON COMPANY.

Statement showing the names of producers who, though they have not engaged to sell their output to the Delaware and Hudson Company or any of its controlled companies under the so-called 65 per cent contracts,[a] did sell at the mines the whole or some part of their output to one or the other of said companies in the year 1907, and the number of tons, if any, so sold to said companies in that year by each such producer.[b]

	Long tons.[c]
Barton Coal Company	3,542.16
Price-Pancoast Coal Company	145,410.03
Dunn Coal Company	58.11
F. P. Christian, trustee (Hillside Coal Company)	2,570.02
Spring Hill Coal Company	84.04
J. M. Stark	9,433.07
Bradley Coal Company	7,596.19
Kingston Coal Company	78.11
Total	168,774.13

[a] None of the anthracite producers on the line of the Delaware and Hudson Company, nor any others, have engaged to sell the output of their collieries to that company or any of its controlled companies under the so-called 65 per cent contracts.

[b] This coal was purchased at the mines, under agreement subject to termination by either party at any time, upon price terms the same as those provided in the so-called 65 per cent contracts, Kuley's general average New York harbor f. o. b. prices being taken as the basis of settlements. The only variations from these prices were in cases where the Delaware and Hudson Company had unusual demands for coal of the character purchased and was willing and could afford to pay, in addition, the estimated cost of hauling the coal from the mines or washeries to the railroad of the Delaware and Hudson Company, where the coal could not be loaded directly upon that company's cars.

[c] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 127.

PENNSYLVANIA RAILROAD COMPANY.

List of directors and officers of the Pennsylvania Railroad Company.

(A) As of 12th June, 1907.

DIRECTORS.

A. M. Fox.
N. Parker Shortridge.
Clement A. Griscom.
William H. Barnes.
George Wood.
C. Stuart Patterson.
Effingham B. Morris.
Thomas DeWitt Cuyler.
James McCrea.
Lincoln Godfrey.
Rudulph Ellis.
Henry C. Frick.
Chas. E. Ingersoll.
Jno. P. Green.
Chas. E. Pugh.
Samuel Rea.
J. B. Thayer.

OFFICERS.

President	JAMES MCCREA.
First vice-president	JNO. P. GREEN.
Second vice-president	CHAS. E. PUGH.
Third vice-president	SAMUEL REA.
Fourth vice-president	J. B. THAYER.
Fifth vice-president and treasurer	HENRY TATNALL.
Secretary	LEWIS NEILSON.

(B) As of 28th September, 1908.

DIRECTORS.

N. Parker Shortridge.
Clement A. Griscom.
William H. Barnes.
George Wood.
C. Stuart Patterson.
Effingham B. Morris.
Thomas DeWitt Cuyler.
James McCrea.
Lincoln Godfrey.
Rudulph Ellis.
Henry C. Frick.
Chas. E. Ingersoll.
Percival Roberts, jr.
Jno. P. Green.
Chas. E. Pugh.
Samuel Rea.
J. B. Thayer.

OFFICERS.

President	JAMES MCCREA.
First vice-president	JNO. P. GREEN.
Second vice-president	CHAS. E. PUGH.
Third vice-president	SAMUEL REA.
Fourth vice-president	J. B. THAYER.
Fifth vice-president and treasurer	HENRY TATNALL.
Secretary	LEWIS NEILSON.

GOVERNMENT EXHIBIT No. 128.

PENNSYLVANIA RAILROAD COMPANY.

Statement showing the total number of tons of anthracite coal transported by the Pennsylvania Railroad to its tide water shipping piers in the vicinity of New York and there transferred to vessels for reshipment by water, during the calendar years 1900 to 1907, both inclusive, as prepared and furnished the secretary by the general coal freight agent.

	Long or gross tons.
1900	1,063,932
1901	986,307
1902	566,431
1903	821,433
1904	1,051,931
1905	1,210,237
1906	1,405,491
1907	1,800,627

GOVERNMENT EXHIBIT No. 129.

PENNSYLVANIA RAILROAD COMPANY.

Statement showing the name of each producer of anthracite coal whose collieries are located upon the lines of the Pennsylvania Railroad or lines operated or controlled by that company, or near enough thereto to be served by them in the normal course of business.

Company.	Name of colliery.	Location.
Susquehanna Coal Co	Colliery No. 5	Nanticoke, Pa.
	Colliery No. 6	Glen Lyon, Pa.
	Colliery No. 7	Nanticoke, Pa.
	William Penn	Shenandoah, Pa.
	Richards	Mount Carmel, Pa.
	Pennsylvania	Do.
	Scott	Shamokin, Pa.
	Hickory Ridge	Do.
	Hickory Swamp	Do.
Mineral Railroad and Mining Co	Cameron	Do.
	Luke Fidler	Do.
	Lambert Washery	Do.
Summit Branch Mining Co	Williamstown	Williamstown, Pa.
	Big Lick Washery	Do.
Lykens Valley Coal Co	Short Mountain	Lykens, Pa.
	Short Mountain Washery	Do.
Lytle Coal Co	Lytle No. 1	Minersville, Pa.
	Lytle No. 2	Do.
Shipman Koal Co	Colbert	Shamokin, Pa.
Greenough Red Ash Coal Co	Greenough	Mount Carmel, Pa.
Colonial Collieries Co	Natalie	Natalie, Pa.
West Nanticoke Coal Co	West Nanticoke Washery	West Nanticoke, Pa.
West End Coal Co	West End	Mocanaqua, Pa.
	West End Washery	Do.
Pine Hill Coal Co	Pine Hill	Minersville, Pa.
	Pine Hill Washery	Do.
Darkwater Coal Co	Roberts (Newcastle)	Darkwater, Pa.
Dodson Coal Co	Morea	Morea, Pa.
Mill Creek Coal Co	Mill Creek No. 2	New Boston, Pa.

GOVERNMENT EXHIBIT No. 130.

SUSQUEHANNA COAL COMPANY.

OFFICERS.

President.....MORRIS WILLIAMS.
Vice-president and secretary.....GEORGE H. ROSS.
Treasurer.....ARTHUR HAVILAND.

DIRECTORS.

John P. Green.
Samuel Rea.
William A. Patton.
N. P. Shortridge.
W. H. Barnes.
J. B. Thayer.
Chas. E. Pugh.
Jos. U. Crawford.
Morris Williams.

STOCKHOLDERS.

Name.	Date of acquisition of holdings.	No. of shares.	Name.	Date of acquisition of holdings.	No. of shares.
Pennsylvania R. R. Co	Dec. 30,1873	10,000	N. Parker Shortridge	May 29,1876	3
Do	Oct. 31,1875	3,885	William H. Barnes	May 3,1899	3
Do	Jan. 17,1876	1,000	Samuel Rea	Feb. 23,1894	3
Do	Dec. 31,1879	600	Jos. U. Crawford	May 28,1897	3
Do	Feb. 3,1881	18	William A. Patton	Sept. 21,1905	3
Do	Dec. 28,1882	1,000	Morris Williams	Oct. 14,1903	3
Do	Jan. 29,1884	20	John B. Thayer	Jan. 30,1904	3
Do	Jan. 5,1886	873	Chas. E. Pugh	Oct. 26,1905	3
Do	May 5,1886	170	John P. Green	Oct 22,1880	3
Do	Feb. 7,1888	1,000			
Do	Mar. 27,1888	2,000			21,368
Do	Aug. 15,1888	775			

Capital stock, $2,136,800.

GOVERNMENT EXHIBIT No. 131.

MINERAL RAILROAD AND MINING COMPANY.

OFFICERS.

President.....Morris Williams.
Vice-president and secretary.....George H. Ross.
Treasurer.....Arthur Haviland.

DIRECTORS.

John P. Green.
Samuel Rea.
Jos. U. Crawford.
Wm. A. Patton.
Morris Williams.
N. Parker Shortridge.
Chas. E. Pugh.
William H. Barnes.
J. B. Thayer.

STOCKHOLDERS.

Name.	Date of acquisition of holdings.	No. of shares.	Name.	Date of acquisition of holdings.	No. of shares.
Northern Central Rwy. Co.	Apr. 12, 1865	33,333	John B. Thayer	Jan. 30, 1904	10
Pennsylvania R. R. Co.	Nov. 12, 1875	16,577	William H. Barnes	May 3, 1899	5
Do.	Feb. 19, 1877	10	William A. Patton	Sept. 21, 1905	5
Do.	Jan. 11, 1889	2	Morris Williams	Oct. 14, 1903	10
John P. Green	July 2, 1880	10	Charles E. Pugh	Oct. 26, 1905	10
Jos. U. Crawford	May 28, 1897	10			
Samuel Rea	Feb. 23, 1894	10			
N. Parker Shortridge	May 27, 1875	5			50,000

Capital stock paid in, being $6 per share, $300,000.

GOVERNMENT EXHIBIT No. 132.

SUMMIT BRANCH MINING COMPANY.

OFFICERS.

President.....Morris Williams.
Vice-president and secretary.....George H. Ross.
Treasurer.....Arthur Haviland.

DIRECTORS.

John P. Green.
Wm. A. Patton.
Effingham B. Morris.
Wm. D. Winsor.
Jos. U. Crawford.
J. B. Thayer.
Samuel Rea.
Chas. E. Pugh.

STOCKHOLDERS.

Name.	Date of acquisition of holdings.	No. of shares.	Name.	Date of acquisition of holdings.	No. of shares.
John P. Green	Feb. 4, 1902	5	Morris Williams	Oct. 14, 1903	5
Samuel Rea	....do....	5	John B. Thayer	Jan. 30, 1904	5
Jos. U. Crawford	....do....	5	Chas. E. Pugh	Oct. 26, 1905	5
Wm. A. Patton	Sept. 21, 1905	5	Morris Williams	Jan. 30, 1904	485
Effingham B. Morris	Feb. 4, 1902	5			
William D. Winsor	....do....	5			500

Capital stock, $25,000.

GOVERNMENT EXHIBIT No. 133.

LYKENS VALLEY COAL COMPANY.

OFFICERS.

President..... Morris Williams.
Vice-president and secretary..... George H. Ross.
Treasurer..... Arthur Haviland.

DIRECTORS.

John P. Green.
Wm. A. Patton.
William H. Barnes.
Samuel Rea.
N. Parker Shortridge.
J. B. Thayer.
Jos. U. Crawford.
Chas. E. Pugh.

Morris Williams.

STOCKHOLDERS.

Name.	Date of acquisition of holdings.	No. of shares.	Name.	Date of acquisition of holdings.	No. of shares.
Sara E. S. Appleby	Nov. 26, 1867	100	Jno. B. Thayer	Jan. 30, 1904	5
Do	June 10, 1869	25	Morris Williams	Oct. 14, 1903	5
William C. Haggerty	Jan. 1, 1853	100	Jos. U. Crawford	Dec. 30, 1897	5
John B. Storm	Jan. 5, 1870	4	A. Havlland	do	1
Thomas A. Emmet	Apr. 2, 1853	5	E. L. Steel	do	1
Samuel Rea	Dec. 30, 1897	5	Chas. E. Pugh	Oct. 26, 1905	5
John P. Green	do	5	Summit Branch Mining Co.	Feb. 20, 1902	9,607
N. Parker Shortridge	do	2			
William A. Patton	Sept. 21, 1905	3			
William H. Barnes	Feb. 2, 1899	5			9,683

Capital stock, $494,150.

GOVERNMENT EXHIBIT No. 134.

THE LYTLE COAL COMPANY.

OFFICERS.

President..... Morris Williams.
Vice-president and secretary..... George H. Ross.
Treasurer..... Arthur Haviland.

DIRECTORS.

John P. Green.
Morris Williams.
J. B. Thayer.
Samuel Rea.
W. G. Parke.

STOCKHOLDERS.

Name.	Date of acquisition of holdings.	Number of shares.	Name.	Date of acquisition of holdings.	Number of shares.
W. D. Boyer, guardian	May 28, 1902	166	S. M. Parke	Aug. 26, 1892	100
Louise A. Boyer	do	84	Do	do	248
C. P. Davidson	Dec. 8, 1894	90	W. G. Parke	do	100
Jas. W. Oakford	May 16, 1891	25	Do	May 22, 1900	271
Do	Oct. 1, 1891	100	S. B. Price	May 20, 1892	200
Do	do	25	Do	Nov. 11, 1892	50
Do	do	13	Susquehanna Coal Co	Apr. 12, 1904	298
Do	Apr. 25, 1892	37	Do	do	5,955
Do	June 27, 1892	12	John P. Green	Apr. 19, 1904	10
Do	Aug. 26, 1892	7	Samuel Rea	Oct. 26, 1905	10
Do	Aug. 3, 1892	20	George H. Ross	Apr. 19, 1904	5
Do	Oct. 6, 1892	17	John B. Thayer	do	10
Do	Nov. 11, 1892	1	Morris Williams	do	10
S. M. Parke	May 16, 1891	25			
Do	do	125			8,000

Capital stock, $800,000.

GOVERNMENT EXHIBIT No. 135.

SUSQUEHANNA COAL COMPANY.

Total number of acres of land in the anthracite producing area of Pennsylvania owned or held by lease or other tenure and portion acquired since Jan. 1, 1874.

	Surface area.		
	Coal land.	Barren land.	Total area.
Area owned	4,106	3,369	[a]7,475
Area leased	[b]4,800	[c]103	4,902
Total	8,906	3,472	12,378

[a] All acquired prior to Jan. 1, 1874. [b] Of this 4,739 acres were acquired subsequent to Jan. 1, 1874. [c] All acquired subsequent to Jan. 1, 1874.

Date, location, and amount of each separate acquisition of land since January 1, 1896.

Nov. 1, 1903, Northumberland County	4,330	103	4,433

Number of acres of land leased or subleased to others and the term of such lease.

Area leased:			
Date of lease, Feb. 9, 1880; term of lease, exhaustion of coal	10	49	59
Date of lease, Feb. 2, 1903; term of lease, 20 years	237	376	613
Total	247	425	672

GOVERNMENT EXHIBIT No. 136.

MINERAL RAILROAD AND MINING COMPANY.

Total number of acres of land in the anthracite producing area of Pennsylvania owned or held by lease or other tenure and portion acquired since Jan. 1, 1874.

	Surface area.		
	Coal land.	Barren land.	Total area.
Area leased	[a]6,647	[b]730	7,377

[a] All but 160 acres acquired prior to Jan. 1, 1874. [b] All but 76 acres acquired prior to Jan. 1, 1874.

Date, location, and amount of each separate acquisition of land since January 1, 1896.

February 22, 1898, coal township, Northumberland County	40	76	116
October 21, 1907, coal township, Northumberland County	120		120
Total	160	76	236

Number of acres of land leased or subleased to others and the term of such lease.

Date of lease, March 15, 1898; term of lease, 22 years	468		468
Date of lease, December 1, 1904; term of lease, 11 years 4 months	345		345
Date of lease, March 1, 1905; term of lease, 10 years	32		32
Date of lease, December 12, 1907; term of lease, 10 years	37		37
Date of lease, April 1, 1892; term of lease, exhaustion of coal	4,330	103	4,433
Total	5,212	103	5,315

GOVERNMENT EXHIBIT No. 137.

SUMMIT BRANCH MINING COMPANY.

Total number of acres of land in the anthracite producing area of Pennsylvania owned or held by lease or other tenure and portion acquired since Jan. 1, 1874.

	Surface area.		
	Coal land.	Barren land.	Total area.
Area owned	5,663	6,080	a11,743

a This acreage was in possession of Summit Branch R. R. Co. prior to Jan. 1, 1874. On July 13, 1897 the property and franchises of that company were sold under a decree of court and the purchasers thereof organized a company styled Summit Branch Coal Co. On April 8, 1901 the property and franchises of the latter company were sold under a decree of court and the purchaser thereof organized a company styled Summit Branch Mining Co.

Date, location, and amount of each separate acquisition of land since January 1, 1896.

June 26, 1907	2,438	1,243	3,681

GOVERNMENT EXHIBIT No. 138.

THE LYTLE COAL COMPANY.

Total number of acres of land in the anthracite-producing area of Pennsylvania owned or held by lease or other tenure.

	Surface area.		
	Coal land.	Barren land.	Total area.
Area leased	863	.....	863

Number of acres of land leased or subleased to others and the term of such lease.

Date of lease, February 8, 1900; term of lease, 15 years	51	.....	51
Date of lease, July 24, 1894; term of lease, 20 years	14	.....	14
Total	65	.....	65

GOVERNMENT EXHIBIT No. 139.

SUSQUEHANNA COAL COMPANY.

Producers of anthracite coal on the Pennsylvania Railroad Company's lines selling to the Susquehanna Coal Company under 65 per cent contracts: Shipman Koal Company, Greenough Red Ash Coal Company, West Nanticoke Coal Company, Pine Hill Coal Company.

Names of producers of anthracite on the Pennsylvania Railroad Company's lines selling portion of output to the Susquehanna Coal Company without contract: West End Coal Company, tonnage sold in 1907, 287,057.03.

Producers whose collieries are not located on Pennsylvania R. R. Company's lines who sell part of their output to Susquehanna Coal Co. on the price basis of the 65 % contracts and the tonnage so sold in 1907: Kingston Coal Co., from Kingston No. 4 and Gaylord collieries, located on Delaware, Lackawanna & Western and Delaware & Hudson railroads, 718,826.02 tons and 139,681.04 tons respectively; Delaware & Hudson Co., from collieries on its railroad, 729,025.19 tons.

GOVERNMENT EXHIBIT No. 140.

SUSQUEHANNA COAL COMPANY AND OTHERS.

Shipments of anthracite coal to South Amboy, N. J., being the point at New York Harbor where same are consigned f. o. b. for further carriage by water.[a]

By—	1902.	1903.	1904.	1905.	1906.	1907.	Total.
Susquehanna Coal Co. (prior to Jan. 1, 1904, includes Lee and Glen Lyon collieries only; from Jan. 1, 1904, to July 1, 1905, includes Lee and Glen Lyon and all purchased coal; after July 1, 1905, includes all shipments)	*Gross tons.* 50,737.19	*Gross tons.* 102,279.02	*Gross tons.* 540,188.03	*Gross tons.* 884,414.16	*Gross tons.* 1,355,285.12	*Gross tons.* 1,712,442.02	*Gross tons.* 4,645,347.14
Mineral Railroad and Mining Co. (from Jan. 1, 1902, to June 30, 1905, only)	73,967.16	158,973.12	162,863.17	64,932.00	.....	.....	460,737.05
Lykens Valley Coal Co. and Summit Branch Mining Co. (from Jan. 1, 1902, to June 30, 1905, only)	21,712.07	81,703.01	94,113.17	62,484.05	.....	.....	260,013.10
Lytle Coal Co. (from Jan. 1, 1904, to June 30, 1905, only)	.....	.....	50,936.12	28,397.12	.....	.....	79,334.04
Union Collieries (from Nov. 1, 1903, to June 30, 1905, only)	.....	10,945.01	164,256.04	85,041.08	.....	.....	260,242.13
William Penn Colliery (from Jan. 1, 1902, to June 30, 1905, only)	6,737.07	60,982.06	58,690.00	32,606.15	.....	.....	168,016.08
Total	153,155.00	423,883.02	1,071,048.13	1,157,876.16	1,355,285.12	1,712,442.02	5,873,691.14

SUMMARY.

Susquehanna Coal Co.	57,475.06	183,206.09	763,134.07	1,002,062.19	1,355,285.12	1,712,442.02	5,073,603.15
Mineral Railroad and Mining Co.	73,967.16	158,973.12	162,863.17	64,932.00	.....	.....	460,737.05
Lykens Valley Coal Co. and Summit Branch Mining Co.	21,712.07	81,703.01	94,113.17	62,484.05	.....	.....	260,013.10
Lytle Coal Co.	.....	.....	50,936.12	28,397.12	.....	.....	79,334.04
Total	153,155.00	423,883.02	1,071,048.13	1,157,876.16	1,355,285.12	1,712,442.02	5,873,691.14

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

Records for 1901 are not obtainable.

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GOVERNMENT EXHIBIT No. 141.

JERSEY CENTRAL COLLATERAL TRUST DEED OF READING COMPANY.

THIS INDENTURE, made this 1st day of April, in the year 1901, between the Reading Company, a corporation of the State of Pennsylvania, party of the first part, and The Pennsylvania Company for Insurances on Lives and Granting Annuities, a corporation of the State aforesaid (hereinafter called the trustee), party of the second part:

Whereas, upon the 7th day of January, 1901, the Reading Company agreed to purchase 145,000 shares of the capital stock of the Central Railroad Company of New Jersey; and

Whereas, the said stock has been transferred to and vested in the Reading Company, in consideration, among other things, of the execution by the Reading Company of this purchase money collateral indenture to secure a present issue of bonds for the aggregate principal sum of $23,000,000, with the right by a pledge of additional shares of the capital stock of the Central Railroad Company of New Jersey to issue additional bonds in payment therefor on the terms, conditions, and limitations hereinafter specifically set forth; and

Whereas, the board of directors of the Reading Company, at a meeting thereof duly held on the 28th day of February, 1901, duly adopted resolutions in the following words, that is to say:

"*Resolved*, That the president and secretary of the company be, and they are hereby, authorized and directed, in its behalf and under the corporate seal, to execute and deliver to The Pennsylvania Company for Insurances on Lives and Granting Annuities, of Philadelphia, a mortgage or deed of trust to be known as the 'Jersey Central collateral trust deed,' substantially of the tenor of the draft thereof now submitted at this meeting, upon the following shares of stock:

"145,000 shares of the capital stock of the Central Railroad Company of New Jersey, of the par value of $100 each, being a majority of the whole capital stock of said company.

"29,900 shares of the capital stock of the Perkiomen Railroad Company, of the par value of $50 each, being the whole of the capital stock of the Perkiomen Railroad Company, less 100 shares retained for corporate organization; and

"4,400 shares of the capital stock of the Port Reading Railroad Company, of the par value of $100 each,

"now belonging to this company; and, also, all additional shares of the capital stock of the Central Railroad Company of New Jersey which hereafter shall be acquired by the use of any of the bonds hereinafter mentioned; which deed of trust shall secure an issue of bonds to be called 'Jersey Central collateral 4 per cent gold bonds,' not exceeding the aggregate principal sum of $45,000,000; the principal thereof payable on the 1st day of April, in the year 1951, in gold coin of the United States of the standard of weight and fineness as it existed April 1, 1901, at the office of the Reading Company in the city of Philadelphia or its agency in the city of New York, with interest thereon from April 1, 1901, at the rate of 4 per cent per annum, until the said principal sum shall have been fully paid; such interest to be payable semiannually at the office of the Reading Company in the

GOVERNMENT EXHIBIT No. 141.—*Jersey Central Collateral Trust Deed of Reading Company*—Continued.

city of Philadelphia, or at its agency in the city of New York, in like gold coin, on the 1st day of April and the 1st day of October in each year; both the principal and interest of said bonds to be payable without deduction for any tax or taxes which the Reading Company, or the trustee, may be required to pay or to retain therefrom under any present or future law of the United States, or of any State or county or municipality therein; the bonds to be secured by this indenture are to be coupon bonds of the denomination of $1,000, numbered consecutively from one upwards, and registered bonds of the denomination of $1,000, or such multiples thereof as the company may from time to time determine, numbered consecutively from one upwards.

"*Resolved*, That the present issue of bonds shall be limited to the aggregate principal sum of $23,000,000, with the right (which is hereby reserved) to increase the issue of said bonds to a total aggregate not exceeding $45,000,000 for the purpose of acquiring additional shares of the said capital stock of the Central Railroad Company of New Jersey; such shares, when so acquired and paid for by the issue of bonds hereunder, shall be pledged with the trustee under the mortgage with like effect as if they had been made part of the original pledge.

"*Resolved*, That said bonds shall contain an express stipulation that on the 1st day of April, 1906, or at any interest-paying period thereafter, the Reading Company shall have the right to pay or redeem said bonds at par and accrued interest, together with a premium of 5 per cent, provided six months' notice of such payment or redemption be given in the manner set forth in the collateral indenture.

"*Resolved*, That the president, or any vice-president, and the secretary, or any assistant secretary, of the Reading Company, from time to time, for the purpose and in the manner set forth in said collateral trust deed, as directed by this board, shall execute in the name and in behalf of the company, and under its corporate seal, such bonds to be secured by said mortgage.

"*Resolved*, That the coupons to be attached to the said bonds shall be authenticated by the engraved facsimile signature of the present treasurer or of any future treasurer of the company, it being intended that for that purpose the company may adopt and may use the engraved facsimile signature of any such treasurer, notwithstanding the fact that such person may have ceased to be such treasurer at the time when any such bonds actually shall be certified and delivered.

"*Resolved*, That upon each of such bonds executed in behalf of this company there shall be indorsed a certificate of the trustee, which certificate shall be the conclusive and only evidence that such bonds are entitled to the security of the mortgage and collateral trust deed, and that no bonds shall be valid or obligatory for any purpose until such certificate shall have been executed by the trustee, such certificate to be substantially of the tenor hereinafter set forth."

Whereas, a copy of said collateral indenture submitted at said meeting was substantially in the form of these presents.

[Then follows a recital showing the form of bonds and coupons; and after that come the provisions conveying to the trustee, in con-

GOVERNMENT EXHIBIT No. 141.—*Jersey Central Collateral Trust Deed of Reading Company*—Continued.

formity with the above-quoted resolution of the board of directors of Reading Company, the shares by that resolution directed to be pledged. None of these provisions is printed except the following:]

ARTICLE THREE.

TRUSTS RELATING TO PLEDGED STOCKS.

* * * * * * *

SEC. 2. Unless and until a receiver shall have entered into possession of the property of the Reading Company or of any of the companies whose capital stock is pledged hereunder, the trustee shall not collect or be entitled to collect the dividends on any shares of stock now or hereafter pledged with or assigned to the trustee under this indenture, but the Reading Company shall be entitled to receive all dividends on all shares of stock which shall have been transferred to or pledged with the trustee pursuant to any provision of this indenture or which shall be subject to the lien hereof, and from time to time (subject to the covenants in respect thereof herein contained), upon the request of the Reading Company the trustee shall deliver orders in favor of the Reading Company, or its nominees, for the payment of dividends, and the Reading Company may collect such dividends, but not by any proceeding which the trustee shall deem to be prejudicial to the trusts hereunder; and the trustee at once shall pay over to the Reading Company any dividends which may be collected or received by it.

Unless a receiver shall have entered into possession of the property of the Reading Company or of any of the companies whose capital stock or any part thereof is pledged hereunder, or unless the trustees after default shall have elected to exercise the powers relating to default herein contained, the Reading Company shall have a right to vote upon all the shares of stock pledged hereunder for all purposes not inconsistent with the provisions or purposes of this indenture and with the same force and effect as though such pledge had not been made; and from time to time, upon demand of the Reading Company, the trustee, forthwith, shall execute and deliver, or shall cause to be executed and delivered, to the Reading Company, or to its nominees, suitable powers of attorney or proxies to vote upon any shares of stock which shall have been transferred into the name of the trustee.

[The indenture closes with the execution and acknowledgment thereof by the parties thereto on April 1, 1901, in the usual forms, which are not printed.]

GOVERNMENT EXHIBIT No. 142.

AGREEMENT BETWEEN THE LEHIGH AND WILKESBARRE COAL COMPANY AND THE PHILADELPHIA AND READING COAL AND IRON COMPANY, DATED APRIL 30, 1892.

This agreement, made this 30th day of April, 1892, by and between the Lehigh and Wilkesbarre Coal Company, a corporation of Pennsylvania, hereinafter called the Wilkesbarre Company, party of the first part, and the Philadelphia and Reading Coal and Iron Company, also a corporation of Pennsylvania, hereinafter called the Reading Company, party of the second part.

Whereas the Wilkesbarre Company is the owner or lessee, by certain indentures of lease, of various lands, mines, and improvements, situate along or near the railroad and branches of the Lehigh and Susquehanna Railroad; and

Whereas the Port Reading Railroad Company, as lessee of the Central Railroad Company of New Jersey, has arranged with the Reading Company for the transportation of all anthracite coal consigned by the Reading Company over the lines and branches of the Lehigh and Susquehanna Railroad Company and of the Central Railroad Company of New Jersey for and during the continuance of the said lease to the said Port Reading Railroad Company; and

Whereas it is proposed on the part of the Wilkesbarre Company to sell and deliver the entire product of its collieries, now operated or hereafter to be opened and operated by it, to the Reading Company to be shipped to market over the lines and branches of the Lehigh and Susquehanna Railroad and the Central Railroad Company of New Jersey, and the Reading Company has proposed to purchase and pay for the same:

Now, therefore, this agreement witnesseth: That the said parties hereto, in consideration of the sum of one dollar by each of the parties paid to the other, and the mutual covenants and stipulations herein contained and written, have agreed and do hereby covenant and agree to and with each other as follows—that is to say:

First. The said Wilkesbarre Company hereby sells and agrees to deliver to the Reading Company the entire product of its collieries now opened and hereafter to be opened and operated, for and during the entire period hereinafter fixed and determined, and the Reading Company hereby agrees to take, receive, and pay for the product of the said collieries and of each of them, for and during the entire term of this agreement, as hereinafter provided; and to ship the same in accordance with the existing agreements between the Lehigh Coal and Navigation Company and the Central Railroad Company of New Jersey.

Second. The Reading Company agrees that from its allotment of cars which it shall receive from time to time from the Central Railroad Company of New Jersey, or any lessee thereof, it shall and will at all times during the continuance of this contract cause to be distributed to the collieries operated by the Wilkesbarre Company such number of cars as will enable the Wilkesbarre Company to mine and ship monthly, in as nearly daily quantities as practicable (Sundays and legal holidays excepted) such an amount of anthracite coal as it can produce from said collieries as a whole, by working the same for

as many days and to as full a capacity in each month as the Reading Company works its own collieries. It being understood and agreed that the Wilkesbarre Company shall have the right, from month to month, to apportion its entire product among its various collieries as it shall deem best.

And further, in case the collieries located on the lines and branches of the Lehigh and Susquehanna Railroad, other than those of the Wilkesbarre Company, should not, for any cause, continue to ship the same proportion of the total tonnage of the whole anthracite region over the said lines which was shipped from them in 1891, then, and in that case, the Wilkesbarre Company shall be at liberty to mine and deliver, and the Reading Company shall receive and pay for, an amount equal to the deficiency, in addition to the quantity hereto provided to be mined and sold and received and paid for, and the Reading Company shall cause sufficient cars to be supplied therefor; so that there shall always continue to be shipped monthly over the said railroads of the central system an amount of anthracite coal equal in proportion of the total production of anthracite coal in the whole anthracite region to the proportion shipped on the said system in the year ending December 31, 1891.

Third. The Reading Company agrees to pay and the Wilkesbarre Company agrees to accept monthly the following prices for the said coal, when prepared in accordance with the standard hereinafter mentioned and delivered in railroad cars at the said breaker, viz.:

For all sizes larger than pea coal, sixty (60) per cent of the average "free on board" price received for said sizes at tide points at or near New York between Perth Amboy and Hoboken, both inclusive, for the Wyoming and Lackawanna coals of the Lehigh Valley Coal Company, and the Lehigh and Wilkesbarre Coal Company (hereinafter called Wyoming coal) when the said f. o. b. price is four dollars ($4) per ton or less; when the said average f. o. b. price is more than four dollars ($4) per ton, forty (40) per cent of the increase above four dollars ($4), until the f. o. b. price realized reaches four dollars and fifty cents ($4.50), after which the Wilkesbarre Company shall receive thirty (30) per cent of any advance in the said f. o. b. price above four dollars and fifty cents ($4.50).

For example:

When the f. o. b. price is—	Wilkesbarre Company will receive—	Reading Company will receive—	When the f. o. b. price is—	Wilkesbarre Company will receive—	Reading Company will receive—
$3.80	$2.28	$1.52	$4.50	$2.60	$1.90
3.90	2.34	1.56	4.60	2.63	1.97
4.00	2.40	1.60	4.70	2.66	2.04
4.10	2.44	1.66	4.80	2.69	2.11
4.20	2.48	1.72	4.90	2.72	2.18
4.30	2.52	1.78	5.00	2.75	2.25
4.40	2.56	1.84	etc.	etc.	etc.

In cases where the said average f. o. b. price received for any size or sizes of Wyoming coal is less than $4 per ton, and for other sizes the said price is at or above $4 per ton, it is understood that settlement

GOVERNMENT EXHIBIT No. 142.—*Agreement between the Lehigh and Wilkesbarre Coal Co. and the Philadelphia and Reading Coal and Iron Co., dated April 30, 1892*—Con.

shall be made on the coal shipped by the Wilkesbarre Company in the manner indicated in the following example:

10 tons of broken, at an average f. o. b. price of $3.50	$35
20 tons of egg, at an average f. o. b. price of $3.75	75
40 tons of stove, at an average f. o. b. price of $4.30	172
30 tons of nut, at an average f. o. b. price of $4	120
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or an average of $4.02 per ton; proportion to be paid the Wilkesbarre Company will be 60 per cent of $4 and 40 per cent of 2 cents—$2.408. For pea coal, forty-five (45) per cent of the said f. o. b. price at tide points at or near New York realized for Wyoming coal when the said price is two dollars and fifty cents ($2.50) or less; and for each advance of ten (10) cents per ton in the said f. o. b. price above two dollars and fifty cents ($2.50), the proportion paid the Wilkesbarre Company shall be increased 1 per cent, until the said f. o. b. price reaches the price of any of the larger sizes, after which the said proportion shall be adjusted on the basis of the price received for such larger sizes.

For example: When the f. o. b. price at tide for Wyoming pea is two dollars and fifty cents ($2.50), or less, the Wilkesbarre Company will be paid forty-five (45) per cent of the same; when the said f. o. b. price is two dollars and sixty cents ($2.60) the proportion thereof paid the Wilkesbarre will be forty-six (46) per cent; when the said f. o. b. price is two dollars and seventy cents ($2.70), the proportion thereof paid the Wilkesbarre Company will be forty-seven (47) per cent, and increasing in the manner and proportion as above provided.

For buckwheat coal, thirty-two (32) per cent of the average f. o. b. price at tide points at or near New York when the said price is two dollars ($2) per ton or less; and for each advance of ten (10) cents per ton in the said f. o. b. price, the proportionate price paid the Wilkesbarre Company shall be increased two and six-tenths (2.6) per cent, until the said f. o. b. price reaches two dollars and fifty cents ($2.50), after which the proportionate price paid the Wilkesbarre Company shall advance one (1) per cent for each ten (10) cents advance in the f. o. b. price above two dollars and fifty cents ($2.50), as in the case of pea coal above mentioned.

For example: When the price realized for Wyoming buckwheat is two dollars ($2), the Wilkesbarre Company shall be paid thirty-two (32) per cent of that sum, or sixty-four cents; when the price is two dollars and ten cents ($2.10), the Wilkesbarre Company shall be paid thirty-four and six-tenths (34.6) per cent of that sum, or seventy-two and sixty-six one-hundredths (72.66) cents; when the f. o. b. price is two dollars and twenty cents ($2.20) per ton, the Wilkesbarre Company shall be paid thirty-seven and two-tenths (37.2) per cent, or eighty-one and eighty-four one-hundredths (81.84); when the f. o. b. price is two dollars and fifty cents ($2.50), the Wilkesbarre Company shall be paid forty-five (45) per cent, or one dollar and twelve and one-half cents ($1.12½); when the f. o. b. price is two dollars and sixty cents ($2.60), the Wilkesbarre Company shall be

paid forty-six (46) per cent of said price, and so on as in the case of pea coal above mentioned.

For No. 2 buckwheat coal and smaller sizes (if marketed and sold by the Reading Company), twenty (20) per cent of the said average f. o. b. price shall be paid the Wilkesbarre Company when the said price is $1.20 per ton or less; and for each advance of ten cents per ton in the said price the Wilkesbarre Company shall receive one and one-half per cent increase, until the said price reaches two dollars ($2) per ton, after which the price paid the Wilkesbarre Company shall advance two and six-tenths per cent for each ten cents advance in the said price above two dollars per ton, advancing from that point in the same manner and in the same proportion as buckwheat coal.

Provided, however, That on Honey Brook and other Lehigh coal of like grade, the price to be paid to the Wilkesbarre Company by the Reading Company shall be based on the average net f. o. b. price received for the Honey Brook and other Lehigh coals of the Lehigh Valley Coal Company and Wilkesbarre Coal Company, at said tidal points at or near New York, anything herein contained to the contrary notwithstanding.

The amounts so to be paid shall be without any deduction whatsoever for demurrage or charges other than commissions paid, and the payments thereof shall be made monthly on the twentieth (20th) day of each month for all coal delivered to the Reading Company during the next preceding month, and the said average prices on which the amount paid is based shall be the average prices for coal sold and delivered during such preceding month. The Reading Company shall and will keep full and true accounts of the sales of all coal delivered to it by the Wilkesbarre Company under the provisions of this contract, specifying the price realized for each size of coal from each of the mines or collieries, as far as reasonable and practicable, and the results, both gross and net, of the sales of said coal, all of which said accounts shall be open to the examination and inspection of the officers and agents of the said Wilkesbarre Company at all reasonable times.

Fourth. The percentages of the various sizes of coal to be delivered under this agreement shall be the same as those produced at the collieries of the district in which the mines are respectively located, but the Reading Company shall not be required to take a greater amount of lump and steamboat sizes than in proportion to the whole amount of such sizes sold for the time being by the Reading Company.

Fifth. In determining the quantity of coal sold and received under this agreement, twenty-two hundred and forty (2,240) pounds shall constitute a ton, and the same shall be weighed on the scales of the Central Railroad of New Jersey, and the amount of coal contained in each car shall be determined by the certificate of the weighmaster at such scales, it being agreed that he shall deduct from the gross weight of the coal 1 per cent for waste; provided that the requirements of any leases to or held by the Wilkesbarre Company as to the mode of weighing coal mined thereunder shall be strictly observed.

Sixth. The Wilkesbarre Company covenants and agrees that the said coal (not including culm) shall be properly prepared for market

and shall be delivered on board the cars at the breakers in good merchantable condition, free from dirt, and shall not at any time contain a greater amount of bone or slate than is usually present in good merchantable coal of the respective sizes, and the same shall be subject to inspection by a competent inspector, to be appointed and paid by the parties hereto jointly, whose decision as to the quality of coal shall be final and conclusive upon both parties. Such inspector when so appointed shall be subject to removal on the request of either party.

The different sizes of coal shall in no case contain more than the following percentage of refuse (consisting of slate, rock, fire clay and bone, with less than forty per cent of fixed carbon), viz: Broken, 1 per cent; egg, 2 per cent; stove, 4 per cent; nut, an average of not more than 5 per cent, and at no time to exceed a maximum of 7 per cent; pea, 10 per cent; buckwheat, 15 per cent. No more than the following percentage of bone containing a proportion of fixed carbon ranging between 40 and 70 per cent, viz: Broken, 2 per cent; egg, 2 per cent; stove, 3 per cent; nut, 5 per cent. Pea and buckwheat coal shall not contain such proportion of said bone as to reduce their price below the average market prices of those sizes.

If the condition of the trade shall at any time or times require a higher standard of preparation than as aforesaid, the Wilkesbarre Company shall prepare the coal so as to conform to such high standard; *Provided, however*, That if they shall claim that they should be reimbursed for any increased expenses involved, and the parties shall not agree as to the amount of such reimbursement, the question shall be referred to arbitrators, to be appointed as hereinafter provided.

When the inspector is making a test for impurities in the coal he shall, whenever possible, take the sample from the coal as it flows from the chute into the car. If at any time the first test is unsatisfactory to either party, the inspector shall make two other tests of the coal in question and the average of the three tests on one car shall then be final. If at any time it is necessary to test a car after it leaves the chute, a sample shall be obtained by taking equal quantities of coal from the middle and each side and end of the car, in order to ascertain the average quality of the coal tested in that car. The cost of all inspections shall be equally divided between the parties hereto, except that the chief inspector shall be paid by the Reading Company.

Seventh. The Reading Company shall and will cause all the coal purchased under the provisions of this contract to pass to or towards its market over and by the lines of the Central Railroad of New Jersey system, it being the intention hereof to provide that the Reading Company as consignor and shipper of said coal shall not and will not divert or cause to be diverted from the transportation lines or terminals comprising the system of the Central Railroad Company of New Jersey the present traffic of said Central Railroad Company of New Jersey, or any traffic which would naturally go to or towards its destination by or over the said system.

Eighth. It is mutually agreed that if by reason of strikes among employes of either party or of the railroad company or companies

over whose lines the coal is to be shipped, or by reason of any injury to the works, buildings, fixtures, or other property of either party, or of such railroad companies, either party shall be temporarily disabled from furnishing or transporting coal as hereinbefore provided, the party so disabled shall not be liable for such nonfulfillment of its contract as shall result therefrom, but shall make every reasonable exertion to remove such disability as promptly as possible.

Ninth. It is further agreed that if at any time during the continuance of this contract the selling price of coal at tide-water shall be so low that the said sixty (60) per cent thereof shall not be sufficient to pay the cost of mining the same, together with a reasonable allowance for royalties, then the Wilkesbarre Company shall be at liberty to suspend deliveries of coal thereunder until the prices to be paid therefor shall be sufficient to pay the cost of mining and such reasonable royalties, without liability to payment of any damages for such suspension of deliveries.

Tenth. The Wilkesbarre Company shall have the right to sell coal at its breakers at retail to be taken by wagons, but not to be shipped in railroad cars except for delivery under royalty agreements as hereinbefore provided.

Eleventh. Should any disagreement arise between the parties hereto as to any matter or thing arising under or in consequence of this agreement and the operations carried on hereunder, or if the parties hereto shall fail to agree as to what ought to be done or omitted, in respect to any matter or thing not specifically covered by the express provisions of this contract, but coming within the general scope and true intent and purposes thereof, every such disagreement shall be determined by arbitration, one arbitrator to be appointed by the Wilkesbarre Company and the other to be appointed by the Reading Company, and the finding of such arbitrators shall be final and conclusive upon the parties hereto as to such controversy.

In any case where the arbitrators are to be appointed hereunder, and either the Wilkesbarre Company or the Reading Company shall neglect or refuse to make an appointment for a period of ten days after being requested in writing by the other party to make such appointment, which requests shall set forth specifically the matter or thing to be submitted, then the arbitrator appointed by the party not in default in making such appointment shall appoint an arbitrator for the party so in default, and the two arbitrators so appointed shall have the same power as though one of them had been appointed by each of the said parties, and in case where the arbitrators so chosen shall disagree, they shall have the right to appoint an umpire, and a decision of a majority of the three shall have the same force and effect as though the two arbitrators first appointed should have agreed upon such decision as their finding. In case the two arbitrators first chosen by either method can not agree, and do not agree, within five days after such disagreement, and do not select an umpire as above provided, then, upon application by either the Wilkesbarre Company or the Reading Company, such umpire may be appointed by the president judge of the court of common pleas of any county of the State of Pennsylvania.

GOVERNMENT EXHIBIT No. 142.—*Agreement between the Lehigh and Wilkesbarre Coal Co. and the Philadelphia and Reading Coal and Iron Co., dated April 30, 1892*—Con.

Twelfth. This contract is expressly upon condition that the Reading Company shall not transfer, assign, or pledge it in any manner, or interest or associate therein any other person or persons, body politic or corporate, without the written consent of the Wilkesbarre Company first had and obtained. And that no judicial or other sale or transfer of any kind whatever, whether upon or under any writ, order, or decree issued by or out of any court, or by any justice of the peace, alderman, or other judicial officer or tribunal, or by virtue of or in compliance with any order or decree of any court of equity or chancery or any proceedings in insolvency or bankruptcy shall have the same effect of transferring the interest of the Reading Company herein for any time or term whatever to any person or persons, body politic or corporate, without the written consent of the Wilkesbarre Company first had and obtained.

Thirteenth. In case of the failure of the Reading Company for thirty days to make any payment hereunder when and as the same shall become due and payable, or in case of any breach of covenant on its part, and thirty days' notice thereof given by the Wilkesbarre Company to the Reading Company if the same be not fully compensated within such period of thirty days, then the Wilkesbarre Company may at its option declare this contract at an end, and thereupon all rights of the Reading Company hereunder shall cease and determine; provided, that the delay or omission of the Wilkesbarre Company at any time or times to exercise the rights conferred by this clause of the contract shall not be construed to be nor to operate as a waiver of any such right or rights in respect to existing or subsequent defaults of the Reading Company, and that any annulment or determination of this contract as aforesaid shall be without prejudice to the right of the Wilkesbarre Company to recover damages past or future for any breach thereof by the Reading Company.

And the Reading Company hereby covenants and agrees that it will forthwith, after notice of the exercise of such option and of an intention to declare this contract at an end on the part of the Wilkesbarre Company, immediately execute and deliver to the Wilkesbarre Company all agreements and assignments that may be necessary or proper to reinvest the Wilkesbarre Company with all rights under any agreements or contracts aforesaid as fully as they were held and enjoyed by the Wilkesbarre Company at and before the time this agreement was made.

Fourteenth. It being the intention hereof and of the parties hereto that this contract shall continue for a period coincident with the term of the above recited lease from the Central Railroad Company of New Jersey to the Port Reading Railroad Company, it is hereby further mutually covenanted and agreed that this contract shall be binding upon and enure to the benefit of the parties hereto and their successors and assigns respectively for and during the period of nine hundred and ninety-nine (999) years from the date hereof, unless the said lease of the Central Railroad Company of New Jersey to the Port Reading Railroad Company shall be canceled or annulled before the termination of that period, and that in that event this contract

shall, at the option of either party thereto and upon written notice by such party to the other of its intention to exercise that option, cease to be in force at and upon the termination, cancellation, or annulment of the said lease.

In witness whereof the parties hereto have caused their corporate seals to be hereunto affixed, attested by their secretaries, and these presents to be signed by their respective presidents, the day and year aforesaid.

Witness:

THE LEHIGH AND WILKESBARRE COAL COMPANY,
By J. R. MAXWELL, *President.*

Attest:
W. T. ZELL, *Secretary.* [SEAL.]

THE PHILADELPHIA AND READING
COAL AND IRON COMPANY,
By A. A. MCLEOD, *President.*

Attest:
F. P. KAERCHER, *Secretary.* [SEAL.]

GOVERNMENT EXHIBIT No. 143.

AGREEMENT BETWEEN A. PARDEE & CO. AND LEHIGH VALLEY COAL COMPANY, DATED JULY 9, 1901.

THIS AGREEMENT, made and executed in the city of Philadelphia, Pa., this 9th day of July, nineteen hundred and one, between A. Pardee & Co. (hereinafter called the seller), party of the first part, and the Lehigh Valley Coal Company (hereinafter called the buyer), party of the second part,

Witnesseth:

First. The seller hereby sells, and agrees to deliver on cars at breaker to the buyer, all the anthracite coal hereafter mined from any of its mines now opened and operated, or which it may hereafter open and operate on the premises intended to be covered by this contract, and any which shall be reclaimed from culm banks on said premises, viz:

The mines leased to the seller by the Cranberry Improvement Company, under date of January 1, 1898, and known as the Cranberry and Crystal Ridge collieries.

Shipments to be made from time to time as called for by the buyer. The buyer to give, on the twenty-fifth of each month, notice of the quantity as nearly as practicable buyer will require for next month, and arrange to take the coal in as nearly equal daily or weekly quantities as in its judgment the requirements of the market will permit. The buyer to use its best efforts to find a market for the seller's coal so as to enable the seller's collieries to be worked as many days as practicable, with due regard to the general market conditions, and to give orders for shipment which will enable the seller to work its collieries as many days in each year as other collieries work similarly situated.

The buyer agrees that it will not discriminate in favor of its own mines, or any persons, firms, or companies with which it has contracts to buy coal, but that the quantity to be ordered monthly shall be a just proportion of the entire quantity of coal agreed to be purchased by the buyer, measured by the colliery capacity of the respective sellers. It being understood that so far as practicable the quantity ordered shall not be less than a just proportion of all the anthracite coal which the requirements of the market may from time to time demand. The colliery capacity shall be determined as of the 1st of January in each year by the parties hereto, and, on their failure to agree, the president for the time being of Girard Trust Company shall select a suitable expert for this purpose. Should any marked change take place affecting the productive capacity of the colliery, either the buyer or the seller may call for a new determination of the colliery capacity as of the beginning of any quarter of the calendar year.

Second. The buyer agrees to pay and the seller agrees to accept the following prices for said coal, when prepared in accordance with the standard hereinafter set forth and delivered f. o. b. railroad cars at the breaker:

For all sizes above pea coal, sixty-five (65) per cent of the general average f. o. b. prices of said sizes received at tide points at or near

GOVERNMENT EXHIBIT No. 148.—*Agreement between A. Pardee & Co. and Lehigh Valley Coal Company, dated July 9, 1901*—Continued.

New York, between Perth Amboy and Edgewater, computed as hereinafter provided.

For pea coal, fifty (50) per cent of the general average f. o. b. price for pea coal at said tide points at or near New York when the said price is two dollars and fifty cents ($2.50) per ton or less, and for each advance of ten (10) cents per ton in the said f. o. b. price above two dollars and fifty cents ($2.50) the proportion paid the seller shall be increased one (1) per cent until the percentage paid for pea coal reaches sixty-five (65) per cent.

For buckwheat coal No. 1, forty (40) per cent of the general average f. o. b. price at said tide points at or near New York when the said price is two dollars ($2.00) per ton or less, and for each advance of ten (10) cents per ton in the said f. o. b. price the proportionate price paid the seller shall be increased two (2) per cent until the said f. o. b. price reaches two dollars and fifty cents ($2 50), after which the proportionate price paid the seller shall advance one (1) per cent for each ten (10) cents advance in the f. o. b. price above two dollars and fifty cents ($2.50), as in the case of pea coal above mentioned, provided that nothing herein contained shall oblige the buyer to pay for buckwheat No. 1 coal a rate higher than for pea coal.

For all sizes smaller than buckwheat No. 1 the seller shall receive twenty-five (25) cents per ton f. o. b. railroad cars at breaker, and for each ten (10) cents' increase in the general average f. o. b. price above one dollar and thirty cents ($1.30) a ton at tide, the price shall be increased five cents per ton; but it is understood that the buyer shall have the option to decline to take these smaller sizes in excess of the proportion taken from the buyer's own collieries and operations.

It is also agreed that if at any time, through changes of sizes of meshes of screens or of conditions of trade, the sizes smaller than buckwheat No. 1, as described herein, shall be marketable at tide at the same price as buckwheat No. 1, the scale of prices on a basis of forty (40) per cent, when the general average f. o. b. price at tide is two dollars ($2.00) per ton or less, shall be substituted for the flat price at mines herein provided for during the continuance of such conditions.

And it is also understood and agreed that the seller shall have the right to sell and dispose of on its own account and at such prices as it shall see fit the excess of the sizes of coal smaller than buckwheat No. 1 when and as often as the buyer refuses to purchase said excess of smaller sizes in accordance with the option hereinbefore contained.

Third. The general average f. o. b. prices herein referred to shall be determined by a disinterested expert accountant, satisfactory to both parties, to whom the buyer shall furnish, not later than the 8th of each month, a statement of the quantity of each size sold during the preceding month, and the amount realized therefor by the buyer at tide on all sales of each size of coal from the Hazleton region, and the accountant each month shall make a true average price for each size sold at tide of all the coal from the same region, and the average prices thus obtained shall be furnished by the accountant to the

buyer and seller, by whom they shall be accepted, subject to the right of appeal to the arbitration board, in the settlement between buyer and seller. All statistics given such accountant shall be treated by him confidentially, and the resulting averages only shall be given by him to buyer and seller.

It is understood that when the words f. o. b. price occur herein the actual f. o. b. price received is meant, without any deduction for commissions, demurrage, or any other charges.

Fourth. It is understood and agreed that the seller shall have the right to sell and dispose of, at retail, on its own account, coal for use and consumption of its employees and others in the immediate neighborhood of seller's colliery, provided that the coal so sold and disposed of shall not in any event be loaded into railroad cars, but shall be hauled from the seller's colliery breaker by wagon.

Fifth. Payments shall be made monthly in cash. A partial payment of at least one dollar ($1.00) per ton shall be made on or before the twelfth (12th) of each month, and the balance on or before the twentieth (20th), for all coal delivered by the seller under this contract during the preceding calendar month, provided, that if default shall be made by the buyer in any payment aforesaid, the seller may, at its option, declare this contract forfeited by giving notice of such default for a period of at least five (5) days, and of its intention to terminate this contract, unless payment shall be made in the meantime; but in case of a like default of payment in the next succeeding month this contract may be peremptorily terminated by the seller without such notice.

Sixth. All coal shipped under this contract shall be subject to inspection under the direction of a chief inspector to be appointed by the buyer, whose duty it shall be to see that the said coal, as well as all other coal coming under his jurisdiction, conforms to the following standard, viz:

1. The coal shall be practically free from dirt as it leaves the lip screen before entering the car.

2. The coal shall be well sized and made through and over the following square screen meshes, or their equivalent, viz:

Broken, through a mesh 4 inches square and over a mesh 2¾ inches square.

Egg, through a mesh 2¾ inches square and over a mesh 2 inches square.

Stove, through a mesh 2 inches square and over a mesh 1¾ inches square.

Chestnut, through a mesh 1¾ inches square and over a mesh three-fourths inch square.

Pea, through a mesh three-fourths inch square and over a mesh one-half inch square.

Buckwheat No. 1, through a mesh one-half inch square and over a mesh one-fourth inch square.

Buckwheat No. 2 or rice, through a mesh one-fourth inch square and over a mesh one-eighth inch square.

None of the above sizes shall contain an admixture of a larger size sufficiently great to render the coal objectionable, nor respectively a

GOVERNMENT EXHIBIT No. 143.—*Agreement between A. Pardee & Co. and Lehigh Valley Coal Company, dated July 9, 1901*—Continued.

larger proportion of any smaller sizes than is usually present in good merchantable coal; and it is specially agreed that neither egg, stove, nor chestnut coal shall contain more than five (5) per cent of larger sizes; that chestnut coal shall not contain more than ten (10) per cent of pea and five (5) per cent of buckwheat No. 1; nor pea coal more than fifteen (15) per cent of buckwheat No. 1 and five (5) per cent of rice; nor buckwheat No. 1 more than fifteen (15) per cent of rice.

3. The sizes above mentioned shall in no case contain more than the following percentages of refuse (consisting of slate, rock, and fire clay), viz:

Broken, one (1) per cent; egg, two (2) per cent; stove, four (4) per cent; chestnut, an average of not more than five (5) (per cent, and at no time to exceed a maximum of seven (7) per cent; pea, ten (10) per cent; buckwheat, fifteen (15) per cent.

Nor more than the following percentages of bone [containing a proportion of fixed carbon ranging between forty (40) and sixty-five (65) per cent], viz:

Broken, two (2) per cent; egg, two (2) per cent; stove, three (3) per cent; chestnut, five (5) per cent; pea and buckwheat coal shall not contain such proportion of said bone as to reduce the price below the average market price of those sizes.

Seventh. If the conditions of the trade shall at any time or times require a higher standard of preparation than as aforesaid, the seller shall prepare the coal so as to conform to such higher standard; provided, however, that the seller shall be reimbursed for any increased expense involved, and if the parties hereto shall not agree as to the amount of such reimbursement the question shall be referred to the arbitration board as hereinafter provided. All coal shall be inspected at the breaker.

Eighth. When the inspector is making a test for impurities in the coal, he shall, whenever possible, take the sample from the coal as it flows from the chute into the car. If at any time the first test is unsatisfactory to either party the inspector shall make two other tests of the coal in question, and the average of the three tests on one car shall be final. If at any time it is necessary to test a car after it leaves the chute, a sample shall be obtained by taking equal quantities of coal from the middle and each side and each end of the car in order to ascertain the average quality of the coal tested in that car. In case the inspector shall condemn coal which is believed by the seller to be up to the standard, the seller shall in that case make complaint to the general superintendent of the buyer, and, if it is found by him to be up to the required standard, the coal shall immediately go forward, and the instructions to the inspector shall be so modified as to remove as far as practicable cause for similar complaints thereafter by the seller. The cost of all inspections shall be equally divided between the parties hereto, except that the chief inspector shall be paid by the buyer.

Ninth. It is understood and agreed that the seller will ship to the buyer all the coal mined and prepared at the said colliery or collieries (with the exception of coal required in the seller's mining operations

GOVERNMENT EXHIBIT No. 143.—*Agreement between A. Pardee & Co. and Lehigh Valley Coal Company, dated July 9, 1901*—Continued.

and the coal retailed at the breaker as hereinbefore provided), prepared according to the standard hereinbefore recited, and, in case any coal is condemned and rejected by the inspector on account of its preparation, the seller will reprepare the same until it conforms to the required standard.

Tenth. A ton of coal under this contract shall consist of twenty-two hundred and forty (2,240) pounds, and all coal shipped by the seller under this contract shall be weighed either upon scales at mines, tested and approved by the buyer and by the weighmasters approved by the buyer, or upon the weigh scales of the railway over which it passes on its way to market, and the amount of coal in each car shall be determined by the certificate of the weighmaster at said scales. An allowance for waste shall be made of such amount as is currently allowed by the railroad company transporting the coal, but not exceeding one (1) per cent.

Eleventh. The seller will consign and manifest said coal to such points and parties as the buyer shall from time to time direct, and will furnish and send to the buyer and to the consignees named by the buyer, and to such other parties as the buyer may direct, such copies of manifest and such notice relating to coal shipped as the buyer may direct; and the seller will generally do and perform all acts usually and properly attendant on and connected with the mining and shipping of coal from said colliery.

Twelfth. If, by reason of any strikes among the employees of either party, or by reason of injury to the works, buildings, fixtures, railroad, terminal facilities, or other property of the railway company or companies by which the coal is transported to market, or of either party hereto, or of unavoidable delays or obstructions in the mining or transportation of the said coal, either party shall be unable to respectively furnish or take the coal as herein agreed, such party shall not be liable for nonfulfillment of this agreement during the period of such disability; provided every reasonable effort be made to resume operations at the earliest practicable period.

Thirteenth. The percentage of the various sizes of coal to be delivered under this contract shall be the same as the average produced at the several collieries operated by the buyer in the same region.

Fourteenth. In the event of any disagreement as to the quantity to be ordered, or the actual price of coal at tide, or on any other question to be decided under the terms hereof by arbitration, it shall be determined by a board to be known as Permanent Board of Arbitration, which shall consist of three persons; one person selected by the seller, viz, H. M. Howe; the president of the buyer company to be the second person; and the president for the time being of Girard Trust Company to be the third person.

The name of the person to represent the seller shall be inserted in this agreement, or, if not named before its execution, shall be indorsed in writing on this agreement, and when and as often, by reason of death, resignation or vacancy, or for any cause, another person shall be selected, the name of such person shall likewise be indorsed hereon, which indorsement shall have the like effect as if the name had been

GOVERNMENT EXHIBIT No. 143.—*Agreement between A. Pardee & Co. and Lehigh Valley Coal Company, dated July 9, 1901*—Continued.

originally inserted in this agreement. The arbitration board to have full power over costs of reference, and to decide by whom they shall be paid.

Fifteenth. If by reason of changes in trade or colliery conditions the seller is unable to operate its mines without financial loss on the basis of this contract, and the buyer declines to modify this agreement, the seller may submit the questions involved to the said board of arbitration, and if the board decides that the seller can not operate its mines without loss on the basis of this contract, and if the buyer and seller can not agree on a modification of this contract, then this contract shall cease and determine.

Sixteenth. It is also understood and agreed (anything herein contained to the contrary notwithstanding) that if at any time or times the average f. o. b. price at tide for sizes of coal larger than pea coal shall be less than three dollars and fifty cents ($3.50) per ton, then the seller may at its option temporarily suspend mining and cease all deliveries hereunder until the said average price shall reach three dollars and fifty cents ($3.50) per ton; provided, however, that two weeks' notice of intention to stop deliveries shall in such case be given by the seller to the buyer; and, if any question arises as to price being less than $3.50, it shall be submitted to the permanent arbitration board.

Seventeenth. This agreement shall inure to the benefit of and be binding upon the executors, administrators, successors and assigns of the parties hereto respectively.

In witness whereof, the second party has caused its corporate seal, duly attested, to be hereunto affixed the day and year first above written and the first party has caused its firm name to be herein subscribed.

Signed, sealed and delivered in the presence of—
RICHARD DALE,
As to A. Pardee & Co.

By A. PARDEE & Co.
Attest:
———— ————,
Secretary.
THE LEHIGH VALLEY COAL CO.,
By ALFRED WALTER, *President.*
Attest:
D. G. BAIRD, *Secretary.*

[Seal Lehigh Valley Coal Co.]

H. M. HOWE,
MARY W. F. HOWE,
FRANK PARDEE,
SARAH DREXEL VAN RENSSELAER,
Executrix of Jno. R. Fell, dec'd.,
do assent to the foregoing agreement by A. Pardee & Co.

GOVERNMENT EXHIBIT No. 144.

SUPPLEMENTAL AGREEMENT BETWEEN A. PARDEE & CO. AND LEHIGH VALLEY COAL COMPANY.

Whereas, in and by a certain agreement bearing date July 9, 1901, between the Lehigh Valley Coal Company, hereinafter called the buyer, of the first part, and A. Pardee & Co., hereinafter called the seller, of the second part, providing for the sale to the buyer of the product of the Cranberry and Crystal Ridge collieries, belonging to the seller, the method to be followed in arriving at the rates to be paid for the sizes of anthracite coal larger than pea coal is fully set forth;

And whereas, it is desired by both parties to said contract that the method of calculation shall be so supplemented as to add to the price so determined a portion of the line price under certain restrictions hereinafter mentioned;

And whereas, it is also desired to fix a price for furnace coal and Lehigh Valley Railroad supply coal;

Now this agreement witnesseth:

First. That the price for each size of coal larger than pea coal, calculated as provided in the contract above recited, shall be known as and are hereinafter called the "base price" for such sizes.

Second. After the base price for each size shall have been thus fixed, the final price to be paid to the seller shall be found by adding to the "base price" the difference between the said "base price" and the circular line price fixed for said Lehigh coal, provided the said difference does not exceed fifteen (15) cents. If the difference equals or exceeds 15 cents for any of the said sizes above the prices to be paid by the seller, then the price for that size shall be the "base price" plus 15 cents. If the line price for any of the said sizes is equal to or less than the "base price," then the "base price" is the price which shall be paid the seller for such sizes. The intent and meaning of the foregoing is that the seller shall, in no event, receive for any of the said sizes less than the "base price" nor more than 15 cents above the same.

Third. It is also understood and agreed that the price to be paid the seller for lump and steamboat coal, furnished to the buyer for furnaces and for the Lehigh Valley Railroad Company, shall be the full line circular price as fixed for said lump coal and received by the buyer.

In witness whereof, the first party has caused its corporate seal, duly attested, to be hereunto affixed the day and year first above written, and the second party has caused its firm name to be hereunto subscribed.

Signed, sealed, and delivered in the presence of—
RICHARD DALE,
As to A. Pardee & Co.

THE LEHIGH VALLEY COAL COMPANY,
By ALFRED WALTER, *President.*
Attest:
D. G. BAIRD, *Secretary.*
[Seal Leh. Val. Coal Co.]

A. PARDEE & CO.
H. M. HOWE,
MARY W. F. HOWE,
FRANK PARDEE,
SARAH DREXEL VAN RENSSELAER,
Executrix of Jno. R. Fell, deceased,
do assent to foregoing agreement by
A. Pardee & Co.

GOVERNMENT EXHIBIT No. 145.

CERTIFIED COPY OF DEPOSITION OF JOSEPH S. HARRIS IN SUIT OF COMMONWEALTH OF PENNSYLVANIA *v.* THE PHILADELPHIA AND READING RAILROAD COMPANY ET AL.

In the court of common pleas of Dauphin County, sitting in equity.

COMMONWEALTH OF PENNSYLVANIA
v.
THE PHILADELPHIA AND READING RAILROAD Company, The Philadelphia and Reading Coal and Iron Company, Stephen A. Caldwell, George deB. Keim, and Austin Corbin, receivers of said companies, The Lehigh Valley Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Delaware and Hudson Canal Company, The Pennsylvania Company, The Pennsylvania Railroad Company, The Pennsylvania Coal Company, The New York, Lake Erie and Western Railroad Company, The Lehigh Coal and Navigation Company, The Lehigh Valley Coal Company, The Susquehanna Coal Company, Mineral Railroad and Mining Company, Summit Branch Railroad Company, and Lykens Valley Coal Company.
} No. 98, equity docket.

In the above-entitled cause the original bill praying an injunction was filed in the court of common pleas of Dauphin County on the 8th day of December, 1886, and the following order appointing examiners to take testimony was entered therein and spread upon the minutes December 21, 1886, to No. 98, equity docket.

In the court of common pleas of Dauphin County, Pa., sitting in equity.

COMMONWEALTH OF PENNSYLVANIA
v.
GRAND TRUNK RAILWAY OF CANADA ET AL.
} No. 97, equity docket.

COMMONWEALTH OF PENNSYLVANIA
v.
THE PHILADELPHIA AND READING RAILROAD Company et al.
} No. 98, equity docket.

And now, to wit, December 21, 1886, by consent of all parties, the court do refer the taking of testimony on the Commonwealth's motion for a preliminary injunction to examiners, and do hereby appoint Ehrman B. Mitchell, esq., and James I. Chamberlin, esq., as examiners for the purpose aforesaid.

This order to apply to each of the above stated cases.

J. W. SIMONTON, *P. J.*
JOHN B. MCPHERSON, *A. L. J.*

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

Said examiners filed their report on the 17th day of March, 1887, and the following is a complete transcript of the evidence of Joseph S. Harris reported therein.

PROCEEDINGS.

TESTIMONY ON BEHALF OF THE COMMONWEALTH.

PHILADELPHIA, *Tuesday, December 28, 1886—10 a. m.*

Present: The examiners, Ehrman B. Mitchell, esq., and James I. Chamberlin, esq., J. Howard Gendell, esq., Robert Snodgrass, esq (assistant attorney-general), and Hon. L. C. Cassidy, attorney-general, for the Commonwealth. F. I. Gowen, esq., for the Reading Railroad Company and the Reading Coal and Iron Company. M. E. Olmsted, esq., for Lehigh Coal and Navigation Company; Henry S. Drinker, esq., for the Lehigh Valley Coal Company; Messrs. Dickson, Ashhurst, and Kaercher, for receivers of the Reading Railroad Company and Coal and Iron Company; Messrs. McVeagh and John Scott, in case No. 98, for the Pennsylvania Railroad Company, the Pennsylvania Company, the Susquehanna Coal Company, the Mineral Railroad Mining Company, the Summit Branch Railroad Company, and the Lykens Valley Railroad Company; Messrs. McVeagh and Scott, in case No. 97, for the Pennsylvania Railroad Company, the Pennsylvania Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pittsburgh, Cincinnati and St. Louis Railroad Company; John Hampton Barnes, esq., for John Scott and William H. Barnes, receivers of the Allegheny Valley Railroad Company, in No. 97; and John G. Johnson, esq.

Mr. CASSIDY. We had intended to go on upon the part of the State at the meeting this morning, but in consequence of an affidavit submitted by the other side, which is quite voluminous, and which I desire to consider before either rejecting or admitting, I shall have to ask you to postpone action to-day.

Upon consultation with the gentlemen on the other side I find we can not have the witnesses that we want present until Friday; therefore, if Friday at 11 o'clock will suit your convenience, it suits the convenience of all the parties interested.

By agreement of all parties the hearing was continued until Friday, December 31, 1886, at 11 a. m.

PHILADELPHIA, *Friday, December 31, 1886—11 a. m.*

Present: The examiners (Messrs. Mitchell and Chamberlin); Hon. Lewis C. Cassidy, Messrs. Snodgrass, Gendell, Drinker, Wolverton, Kaercher, Scott, McVeagh, Ashhurst, Dickson, Olmsted, Morris, Gowen, Barnes, and Johnson.

JOSEPH S. HARRIS, having been duly affirmed, was examined as follows:

By Mr. CASSIDY:

Q. What mining company are you an official of?—A. I am an official of the Lehigh Coal and Navigation Company.

Q. What position do you occupy?—A. President.

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Q. What positions other than president have you held in that corporation?—A. I was superintendent and engineer at one time.

Q. Have you held any positions in other mining companies?—A. Yes, sir; I am president of the Alliance Coal Mining Company. I was superintendent and engineer of the Lehigh and Wilkesbarre Coal Company for some years. I was associate engineer of the Philadelphia and Reading Coal and Iron Company for some years, and I have been the engineer of other coal companies.

Q. Do you occupy those places at present, or any of them?—A. Yes, sir; my connection now is only with the Lehigh Coal and Navigation Company and with the Alliance Coal Mining Company.

Q. What relation do you hold to the carrying companies, or to any carrying company?—A. I am one of the receivers of the Central Railroad Company of New Jersey and the vice-president of the Lehigh and Hudson River Railroad Company.

Q. Although it is not an office question, you were an expert to fix the value of certain coal lands for the Reading Company?—A. I was so employed.

Q. The Lehigh Coal and Navigation Company, of which you are the president, is a mining company?—A. It is.

Q. Do you know what corporation or what set of people own the controlling stock of that corporation?—A. No set of people.

Q. What corporation, if any, owns it?—A. None to any extent. The stock is very largely distributed among the public and very largely held by small owners. There is no corporation that I know of holds any considerable part.

Q. The Lehigh Valley Railroad Company, then, does not own any?—A. So far as I know the Lehigh Valley Railroad Company has no interest in it whatever.

Q. The substantial anthracite coal region of the country is in Pennsylvania?—A. Yes, sir.

Q. In what parts?—A. In Schuylkill, Carbon, Luzerne, Lackawanna, Northumberland, Columbia, and Dauphin counties.

Q. Covering an area in square miles of how much?—A. It is usually estimated a little under five hundred miles. The boundaries are not very clearly defined.

Q. The mines of that region are owned by whom?—A. Do you mean of the anthracite region?

Q. Yes.—A. By various owners. A great many owners.

Q. You are familiar with the subject. Give us what knowledge you have about that. For example, how much does the Philadelphia and Reading own?—A. Of the coal lands? Are you distinguishing between coal lands and mines?

Q. Coal lands.—A. As nearly as I can remember, about one-third.

Q. That is one-third of the five hundred?—A. One third of the five hundred.

Q. Who own the balance?—A. I can not state at all with accuracy what the proportions are of the others, because I have never seen any statement of their holdings. They are not published, so far as I know. The Lehigh Coal and Navigation Company owns perhaps 4 per cent; the Lehigh Valley Coal Company is a large owner; the

Lackawanna Coal and Iron Company is a large owner; the Delaware, Lackawanna and Western Railroad Company, I believe, is an owner; the Delaware and Hudson Canal Company is an owner; the Pennsylvania Coal Company is an owner; the Susquehanna Coal Company is an owner; the Mineral Railroad and Mining Company is an owner; and the Alliance Coal Mining Company.

Q. Summit Hill?—A. There is no Summit Hill Company.

Q. Does the Jersey Central control any?—A. The Jersey Central owns no coal lands. I do not know that I stated the Lehigh and Wilkes-Barre Coal Company; that is also an owner.

Q. You have named those that own the land?—A. I have named a portion of those that own the land. I suppose that I have named those which own perhaps a majority of the land, and then there are a very considerable number of private owners.

Q. Who own the mines or the right to mine?—A. They are also owned very variously.

Q. Do the parties that you have named own the controlling interest, or do they control the region?—A. No; they do not control the region; they own very large interests in it; they own the majority.

Q. A very large majority. What proportion would you say?—A. I should suppose those that I have named own at least two-thirds.

Q. Are most of the companies that you have named controlled by carrying companies?—A. That I have no means of knowledge of.

Q. Do you know any of them that are?—A. None of my own knowledge.

Q. What do you mean by that, your own knowledge?—A. I mean that I am not aware of my own knowledge; I can not testify of my own knowledge that the carrying companies own any.

Q. Have you any doubt about it at all?—A. No; I suppose that they are. I suppose that a number of them are controlled by carrying companies.

Q. Have you any doubt at all that the carrying companies not only control a large majority of the land but of the coal production of the region?—A. My means of knowledge is not such as to allow me to testify on that subject. I should suppose that they did control a majority; whether a large majority or not I do not know. Those are matters that are not published usually in any statement of the companies in their annual statements. I have no means of knowledge.

Q. Have you produced the books and papers called for in the subpœna?—A. I have.

Q. Did you attend a meeting of persons interested in the coal business in December, 1884?—A. I did.

Q. Where was it held?—A. That meeting was at the office of the Pennsylvania Coal Company in New York.

Q. Was there one before that in Philadelphia that same month, the 19th of December, of which you were the secretary?—A. There was a meeting on the 19th of December.

Q. Where was that meeting held on the 19th of December?—A. That meeting was at the office of the Lehigh Valley Railroad Company in Philadelphia.

Q. Who were present at it?—A. I have not the names of all the persons who were present there.

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Q. Give us those that you remember.—A. Mr. F. B. Gowen.

Q. Who did he represent?—A. He represented the individual producers of the Schuylkill region and the Philadelphia and Reading Railroad Company, as it is recorded here. I am not positive whether he announced himself as representing the Philadelphia and Reading Railroad Company or the Philadelphia and Reading Coal and Iron Company. He is recorded as above stated.

Q. Who else was there?—A. Mr. E. P. Wilbur.

Q. Who did he represent?—A. He represented the Lehigh Valley Coal Company and the Lehigh individual producers.

Q. Who else?—A. Mr. Samuel Sloan; he represented the Delaware, Lackawanna and Western Railroad Company; Mr. R. M. Olyphant, representing the Delaware and Hudson Canal Company; Mr. I. J. Wister, representing the Pennsylvania Railroad Company's coal companies; Mr. G. A. Hoyt, representing the Pennsylvania Coal Company; Mr. William H. Tillinghast, representing the Lehigh and Wilkes-Barre Coal Company; Mr. F. A. Potts, representing the New York, Susquehanna and Western Railroad Company; Mr. R. M. Olyphant, representing the New York, Lake Erie and Western Railroad Company; J. S. Harris, representing the Lehigh Coal and Navigation Company. Those are all the names.

Q. Who presided at that meeting?—A. Mr. Sloan.

Q. I think you were the secretary?—A. I was the secretary.

Q. Have you the minutes of that meeting here?—A. I have.

(Witness produced minutes.)

Q. Those minutes were made, I assume, at the time, by you?—A. These are not the original notes, but a copy of the original notes. They are the ordinary writing out of the original notes.

Q. They are a correct copy of what was done?—A. Yes, sir.

(The minutes produced by the witness are as follows:)

"Pursuant to call a meeting was held at noon, December 19, 1884, at the office of the Lehigh Valley Railroad Company at Philadelphia, at which were present representatives of all the anthracite interests.

"Mr. Samuel Sloan was called to the chair and Mr. J. S. Harris was elected secretary of the meeting.

"The chairman explained the object of the meeting to be the devising of the best means of carrying on the business of producing and marketing anthracite for the year 1885.

"The secretary called the roll, when it appeared that there were present—representing the Philadelphia and Reading Railroad Company, F. B. Gowen; representing the Schuylkill individual producers, F. B. Gowen; representing the Schuylkill Valley Coal Company, E. P. Wilbur; representing the Lehigh individual producers, E. P. Wilbur; representing the Delaware, Lackawanna and Western Railroad Company, S. Sloan; representing the Delaware and Hudson Canal Company, R. M. Olyphant; representing the Pennsylvania Railroad Company's coal companies, I. J. Wister; representing the Pennsylvania Coal Company, G. A. Hoyt; representing the Lehigh and Wilkesbarre Coal Company, W. H. Tillinghast; representing the New York, Susquehanna and Western Railroad Company, F. A. Potts; representing the New York, Lake Erie and Western Railroad Company, R. M.

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Olyphant; representing the Lehigh Coal and Navigation Company, J. S. Harris.

"Mr. Olyphant addressed the meeting, calling attention to the evils of the present system of working and urging a division of the output of coal according to a definite quota for each interest.

"The following resolutions were offered by Mr. F. B. Gowen, and upon a poll of the meeting were found to be unanimously adopted:

"*Resolved*, That it is the judgment of this meeting that for the future the total output of anthracite coal required or taken by the market should be divided among all interests in proper monthly or yearly quotas.

"*Resolved*, That a committee of three be appointed by the chair to prepare and present at an adjourned meeting a plan for such distribution with the proper quotas to be allotted to each interest.

"*Resolved*, That each interest be requested to prepare and submit to said committee its claim for quotas with such other suggestions as it may desire to present for the consideration of the committee.

"The chair nominated and the meeting elected the following committee in pursuance of the second resolution: F. B. Gowen, G. A. Hoyt, J. S. Harris. There being no further business before the meeting it adjourned to reassemble at the call of the chair.

"J. S. HARRIS, *Secretary*."

Q. These were the resolutions that were offered?—A. Yes, sir.

Q. You have looked at these minutes, and your best judgment is that these are the minutes and contain an exact account of what took place?—A. Yes, sir.

The following resolutions were passed:

"*Resolved*, That it is the judgment of this meeting that for the future the total output of anthracite coal required or taken by the market should be divided among all interests in proper monthly or yearly quotas.

"*Resolved*, That a committee of three be appointed by the chair to prepare and present at an adjourned meeting a plan for such distribution with the proper quotas to be allotted to each interest.

"*Resolved*, That each interest be requested to prepare and submit to said committee its claim for quotas, with such other suggestions as it may desire to present for the consideration of the committee."

Q. These resolutions, your minutes say, were adopted unanimously?—A. Yes, sir.

Q. Your minutes show all that took place at that meeting?—A. Yes, sir.

Q. Your next meeting was when?—A. It was on the 31st of December, 1884.

Q. At this first meeting your minutes recite the appointment of a committee. I do not think they contain the names of the persons who were appointed.—A. The meeting elected the following committee in pursuance of the second resolution: F. B. Gowen, G. A. Hoyt, J. S. Harris.

Q. You did make a report at the next meeting, did you?—A. We did.

Q. What is that report?—A. I have it.

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Q. Who was present at the meeting in New York?—A. The same parties representing the same interests as before, with the exception that Mr. A. Pardee represented the Lehigh producers in place of E. P. Wilbur, and John King, jr., represented the New York, Lake Erie and Western in place of R. M. Olyphant.

Q. In all other respects the same parties?—A. Yes, sir.

Q. The same officers?—A. Yes, sir.

Q. Please let me see the report.

(Witness produced the report.)

This report is dated the 31st of December, 1884. It is as follows:

"Hon. SAMUEL SLOAN, *Chairman.*

"DEAR SIR: The undersigned committee appointed to prepare and present a plan for the proper distribution of the coal trade among all interests, together with the quotas to be allotted to each, beg leave respectfully to report:

"First, upon the question of proper quotas, the committee are unanimous in a belief that a distribution of the quotas must be made upon some recognized principle just in itself and irrespective of the result to each interest, and the difficulty in arriving at a proper conclusion is due to the divergence of opinion among the members of the committee upon the following points:

"Mr. Hoyt is of opinion that the proper plan is to base the allotment on the proportion shipped by each interest during the fifteen months of full work in the last five years, embracing an output of 44,051,041 tons. Mr. Harris agrees with Mr. Hoyt except that he thinks that the ten months of full work in the last three years should be taken as the basis of allotment, embracing an output of 30,579,644 tons. Mr. Gowen thinks that the proper method is to base the allotment on the amount actually shipped by each interest in the years 1877 and 1879, these being the last years in which the anthracite interests were engaged in active competition with each other, unrestrained by any compact or agreement, embracing an output of 46,990,370 tons.

"The first plan would apportion the tonnage to be shipped as follows:

	Per cent.
Philadelphia and Reading Railroad Company	39.18
Lehigh Valley Railroad Company	19.44
Delaware, Lackawanna and Western Railroad Company	15.62
Delaware and Hudson Canal Company	11.31
Pennsylvania Railroad Company	7.93
Pennsylvania Coal Company	5.28
New York, Lake Erie and Western	1.24

"And Mr. Hoyt recommended the adoption of these quotas. The second plan would apportion the tonnage as follows:

	Per cent.
Philadelphia and Reading Railroad Company	38.62
Lehigh Valley Railroad Company	19.58
Delaware, Lackawanna and Western Railroad Company	15.97
Delaware and Hudson Canal Company	11.29
Pennsylvania Railroad Company	8.09
Pennsylvania Coal Company	5.13
New York, Lake Erie and Western	1.32

"And Mr. Harris recommends the adoption of these quotas.

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"By the third method of allotment each interest would be as follows:

	Per cent.
Philadelphia and Reading Railroad Company	44.58
Lehigh Valley Railroad Company	18.88
Delaware, Lackawanna and Western Railroad Company	12.68
Delaware and Hudson Canal Company	10.22
Pennsylvania Railroad Company	6.84
Pennsylvania Coal Company	5.41
New York, Lake Erie and Western	1.39

"Mr. Gowen, however, admits that proper recognition should be given to changes in the productive capacity of some of the interests since the year 1879, and especially in the case of the Delaware, Lackawanna and Western Railroad Company, due to the output of the New York, Susquehanna and Western Railroad Company, and after making allowances for these, he reports the following as the proper quotas for each interest:

	Per cent.
Philadelphia and Reading Railroad Company	40.50
Lehigh Valley Railroad Company	19.25
Delaware, Lackawanna and Western Railroad Company	15.50
Delaware and Hudson Canal Company	11.00
Pennsylvania Railroad Company	7.50
Pennsylvania Coal Company	5.00
New York, Lake Erie and Western	1.25

"Mr. Gowen recommends the adoption of these quotas.

"Second, your committee is also unable to agree upon a unanimous report as to the length of time over which such quotas shall extend. Mr. Hoyt is of the opinion, and so reports, that the arrangement should last for the period of fifteen months, say from the first of January, 1885, to the first of April, 1886. Mr. Gowen and Mr. Harris are of the opinion, and so report, that the proposed arrangement should extend over a period of five years, for if there is a yearly struggle for increased percentages it will result in a constantly increasing capacity to produce, which is the very evil from which the trade is now suffering. They believe that the best interests of the trade will be served by the abandonment of all surplus collieries, and they are apprehensive that if an arrangement is made for but one year all of the interests will consider it necessary to keep all of their collieries ready for future operation, and some may even open new ones with a view of securing larger quotas in the future, and thus the very evil that it was intended to redress will be aggravated.

"Third, your committee further report that for the year 1885 the product required by the market shall be assumed to be thirty millions of tons, divided into the following monthly proportions:

	Tons.
January	1,500,000
February	1,500,000
March	1,800,000
April	2,400,000
May	2,400,000
June	2,500,000
July	2,800,000

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	Tons.
August	3,250,000
September	3,250,000
October	3,250,000
November	3,250,000
December	2,100,000

"Fourth, your committee further recommend that a standing committee of five persons be formed to be named by the meeting, whose duty it shall be to meet whenever requested by a majority of tonnage, with a view of increasing the amount of coal to be mined whenever the market requires such increase. The decision of the majority shall be binding upon all interests.

"(Signed) "GEORGE A. HOYT,
"FRANKLIN B. GOWEN,
"J. S. HARRIS,
"*Committee.*"

Q. Have you the minutes of the meeting at which this report was made?—A. I have.

(Minutes produced.)

The minutes are as follows:

"On the call of the chairman, the representatives of the anthracite interests met at 1 p. m., December 31st, 1884, at the office of the Pennsylvania Coal Company, in New York. Present, Philadelphia and Reading and Schuylkill individual producers, F. B. Gowen; Lehigh Valley Coal Company, E. P. Wilbur; Lehigh producers, A. Pardee; Delaware, Lackawanna and Western, S. Sloan; Delaware and Hudson Canal, R. M. Olyphant; Pennsylvania Coal Company, George A. Hoyt; Pennsylvania Railroad's coal companies, I. J. Wister; New York, Susquehanna and Western Coal Company, F. A. Potts; Lehigh and Wilkesbarre Coal Company, W. H. Tillinghast; New York, Lake Erie and Western, John King, jr.; Lehigh Coal and Navigation Company, J. S. Harris.

"The minutes of the last meeting were read and approved. The committee appointed by the last meeting to prepare a plan for the distribution of the anthracite production presented a report which was, on motion, accepted. After discussion the meeting unanimously agreed to adopt the following division of the production for the fifteen months ending March 31, 1886, except that Mr. Wister desired to be recorded as not voting.

	Per cent.
For the Philadelphia and Reading interests, including those of the Schuylkill producers, the Lehigh and Wilkesbarre, and the Lehigh Coal and Navigation Company	38.85
For the Lehigh Valley interests, including those of the Lehigh producers	19.60
For the Delaware, Lackawanna and Western interests, including those of the New York, Susquehanna and Western	16.05
For the Delaware and Hudson interests	11
For the Pennsylvania Railroad interests	8
For the Pennsylvania Coal Companies' interests	5
For the New York, Lake Erie and Western interests	1.50
Total	100

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"The committee's recommendation in regard to the distribution of tonnage for the year 1885 was in monthly proportions as follows:

	Tons.
For January	1,500,000
February	1,500,000
March	1,800,000
April	2,400,000
May	2,400,000
June	2,500,000
July	2,800,000
August	3,250,000
September	3,250,000
October	3,250,000
November	3,250,000
December	2,100,000
	30,000,000

"Was adopted and the division of tonnage was ordered to be made on this basis until the representatives of the anthracite interests shall agree that an increased production is required to supply the market.

"On motion, Mr. John H. Jones, of Philadelphia, was appointed to keep the record of the production of anthracite by the several interests. The secretary was directed to inform each of the interests monthly of the amount of anthracite production allotted to it.

"On motion, adjourned to meet at the call of the chairman.

"J. S. HARRIS,
"*Secretary.*"

Q. In your report of the 31st of December, which is the report of a committee appointed for the purpose of making the proper distribution of the coal trade, with the quotas to be allotted to each, I see that you allotted to the Philadelphia and Reading Railroad Company 39.18 per cent. Your recommendation was 38.62 and to the Lehigh Valley Railroad Company 19.58, and so on. That is correct, is it?—A. I can't tell without the paper. This is the report of the committee.

Q. That is your own special recommendation (pointing to same)?—A. Yes, sir.

Q. Why did you make any to the Philadelphia and Reading Railroad Company?—A. Simply as a convenient method of stating the interests involved there.

Q. Would it not have been just as easy to have made it to the persons who were mining and had a lawful right to mine? Why did you make an appointment of this to a carrying company?—A. Simply as a convenient way of stating the interests that were shipped over that road. It was intended as the amount that was fairly due, in my judgment, to the interests that were shipping in that way.

Q. What were those interests that were shipping in that way?—A. They were the Philadelphia and Reading Coal and Iron Company and a number of other companies and individuals.

Q. Suppose you give us as many as you can of them. You can give us a large majority, I suppose?—A. No; I could not, because I have not been in the habit of dealing with that. Each company dealt with its own individual interests, and the individual interests

concerned in each company agreed amongst themselves. I did not consult with them.

Q. How did you fix this rate at all?—A. From taking the history of the trade for the time stated there—ten months—seeing what all the companies had actually shipped in those ten months, and taking that as the probable basis of what they would ship in the future.

Q. But you must have had before you the person who did ship, or the companies which shipped.—A. Not at all. Simply the aggregate.

Q. Where did you get that?—A. From published statements. The published statistics of the coal trade.

Q. Where, for example?—A. They were published in the daily papers.

Q. Then you gathered from the daily papers the information upon which this was based?—A. I gathered from statements that were published in the daily papers as well as elsewhere.

Q. Where else?—A. They were published originally as the statistics of the coal trade—published monthly over Mr. John H. Jones's name.

Q. You personally have connection with the Philadelphia and Reading Company's business have you not? Are you not an official of some sort?—A. No, sir.

Q. Has your corporation any connection with it?—A. My corporation is a shipper over lines that are under lease by the Philadelphia and Reading Railroad Company.

Q. Under the Reading system?—A. Yes.

Q. Is it not possible for you to give us some idea of what companies were considered by you in making that estimate?—A. Yes, sir; I can remember the companies. I think you asked me the individuals. I can tell you some of the companies.

Q. My purpose was to get all the information, both companies and individuals, that I could.—A. The principal companies shipping over the Philadelphia and Reading Railroad Company and its system are the Philadelphia and Reading Coal and Iron Company, the Lehigh and Wilkesbarre Coal Company, the Lehigh Coal and Navigation Company, the Red Ash Coal Company, the West End Coal Company, and the Upper Lehigh Coal Company. Those are the principal companies shipping over the Reading system. Then, besides that, there are a large number of individual producers.

Q. What proportion did these companies you have named bear to the amount that you gave to the Philadelphia and Reading Railroad Company?—A. I should judge from two-thirds to three-quarters.

Q. Over two-thirds?—A. I should suppose over; yes, sir.

Q. Of that quantity, how much did the Philadelphia and Reading Railroad Company, through the Philadelphia and Reading Coal and Iron Company, control—about?—A. I would suppose about one-third. I will say from one-third to one-half.

Q. Would you say it was in the proportion of about five to eleven?—A. From one-third to one-half would be as near as I could state it.

Q. Was it greater than a third?—A. I should suppose so.

Q. Less than a half?—A. I should suppose so.

Q. Why did you give anything to the Lehigh Valley Railroad Company?—A. For the same reason; because the whole anthracite

trade, as it is reported in the statements to which I have alluded, is divided into those seven or eight divisions, and the allotment in the future was based on what had been done in the past.

Q. Then that remark also applies to the Delaware, Lackawanna and Western Railroad Company, the Delaware and Hudson Canal Company, the Pennsylvania Railroad Company, and the New York, Lake Erie and Western Railroad Company?—A. It does.

By Mr. SNODGRASS:

Q. I would like to know what the carrying companies who were not miners had to do with the allotment?—A. I don't understand the question.

Q. What were the relations of the carrying companies to the allotment that the allotment should be made directly to the carrying companies rather than to the miners?—A. Simply because we were dealing with seven quantities instead of two hundred. They were convenient divisions into which we divided the total. Afterwards those seven parties, if there were seven interests involved, divided the tonnage among themselves.

Q. Why then were the carrying companies entitled to a representation at the conference?—A. There was no question of who was entitled. It was a mere body of men representing large interests in the coal trade. They came there assuming to represent certain interests. There was no question as to whether they did.

Q. I understand the allotment had reference exclusively to the production of coal. Is that so?—A. I do not know that I quite grasp the question.

Q. I understand you to say that the allotment was made by parties representing the producing interests. Is that so?—A. Yes, sir.

Q. And that allotment was made irrespective of the carrying companies? Is that true so far as the output is concerned?—A. Certainly; it was an allotment solely in regard to production.

Q. Then the carrying companies, as carrying companies, had nothing to do with the allotment? Is that so?—A. I do not know that we ever considered or ever had any occasion to consider that question. Certain gentlemen appeared there as representing certain producing interests. What relation they had to anybody else we did not inquire. It was not a formal conference with credentials. People came there assuming to represent certain interests, and were so treated.

Q. How were the carrying companies interested in the allotment at all then?—A. I do not know that they were interested at all.

Q. So they were not interested, then, in the allotment at all?—A. I said I did not know that they were interested.

Q. If they were not interested you certainly would know, and please explain how that interest arose.—A. I do not know that they were. That was a meeting representing certain producing interests.

Q. If that is so, then why were the carrying companies considered at all in the allotment?—A. They were only considered as representing certain producing interests; certain interests shipped habitually over certain lines of road. There were seven of them; if that is not

the number, I do not remember; they were all persons of influence, persons who met to consider these questions, and as to who they actually represented nobody inquired. They came there representing these interests. Mr. Pardee, for instance, who came there as seeming to represent the Lehigh producers, produced no credentials. They were simply gentlemen of repute. Mr. Gowen, in representing the Schuylkill individual producers, was asked no questions as to whether he did represent them. He assumed to represent them.

By Mr. CASSIDY:

Q. The New York, Lake Erie and Western do not ship any anthracite coal?—A. When you say ship, do you mean carry or produce?

Q. I mean produce—get coal.—A. I believe they do. There are certain companies that are shipping over the New York, Lake Erie and Western; the Hillside Company for one of them. Whether the New York, Lake Erie and Western does mine any coal, I do not know.

Q. If you do not know and had no knowledge then as you have not now, why should it be there at all?—A. I do not know.

Q. Except as a transporter of coal?—A. I do not know. When Mr. King came there, or Mr. Olyphant originally came there representing these interests, we did not question his authority. I am not attempting to avoid any questions; I am stating the truth.

Q. You are stating it from your standpoint?—A. Yes, sir.

Q. Was not the real purpose of all this to include the transportation or carrying just as well?—A. Simply in so far as these companies shipped over these roads.

Q. Then your meeting was to consider not only the production, but the shipment—the carrying of the coal?—A. No; production does necessarily include shipment. It does not necessarily include carrying. For instance, when the Delaware and Hudson produced coal we did not know, and did not care whether they shipped it over their own road or whether they shipped it over the Pennsylvania, or whether they shipped it over the Reading. They shipped it where they pleased.

Q. But you did care whether it was carried?—A. We cared how much coal went to market.

Q. Therefore it was that the carrying was one of the subjects for consideration?—A. The carrying was not one of the subjects for consideration.

Q. Mere production was the only one?—A. Production was the only one.

Q. And yet, notwithstanding the fact, you had the mere carrying companies there?—A. No, sir; not only carrying companies. As I say, Mr. Pardee represented the individual producers of the Lehigh and Mr. Gowen the individual producers of the Schuylkill.

Q. But you had carrying companies which were mere carriers there?—A. I think not.

Q. The New York, Lake Erie and Western?—A. I do not know whether the New York, Lake Erie and Western was a mere carrier or not. The New York, Lake Erie and Western certainly does control these companies. Whether it mines itself or not I do not know.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

By Mr. SNODGRASS:

Q. From what you have said I understood, and if I am wrong correct me, that this allotment was intended to control the amount of the coal that should be shipped to the market. Is that so?—A. Yes, sir.

Q. So that the carrying companies, then, were not permitted to carry more than their respective allotments assigned to them?—A. In the total?

Q. Yes.—A. As to permission, there was nothing to prevent them doing it. Those were simple recommendations, as is best shown by the fact that whereas the recommendation was for thirty millions, the shipment was thirty-one millions seven hundred thousand and more.

Q. Was it not intended that the percentage should be preserved in the shipment as well as in the production?—A. Yes, sir. That was the recommendation.

Q. Was not that why the carrying companies were brought into the business at all?—A. No; I do not think so. I think I have correctly stated that the representatives of the carrying companies were there as people who were habitually to deal with the individual interests allied with it.

Q. Have not the carrying companies so far practically adhered to that allotment in their shipment?—A. They have not adhered.

Q. Practically?—A. I do not know. They have adhered as far as they chose.

Q. Was there any understanding relating to their adherence to it, as to the shipment, that they should not carry any more than by the allotment was to be produced?—A. Nothing that is not in the minutes there. The committee recommended that coal should be carried in certain proportions. The representatives there agreed to it, but there was no further understanding about it than that.

By Mr. GENDELL:

Q. Where are the coal lands of your company, the Lehigh Coal and Navigation Company, situated?—A. In the southern coal field.

Q. On or near the Lehigh River?—A. Lying west of Mauch Chunk for a distance of fifteen or twenty miles.

Q. Your principal shipments are on your canal, and on the Lehigh and Susquehanna Railroad, are they not?—A. They are.

Q. The Lehigh Canal extends along the Lehigh River from Mauch Chunk to Easton, does it not?—A. It does.

Q. And the Lehigh and Susquehanna Railroad runs along the Lehigh River to Easton, also, does it not?—A. It does.

Q. They are both of them immediately parallel and close to the Lehigh Valley Railroad, are they not?—A. They are.

Q. The Lehigh and Susquehanna Railroad Company is leased by the Central Railroad Company of New Jersey, is it not?—A. It is.

Q. And at that time and up to and including to-day, the Central Railroad of New Jersey was and is controlled by the Philadelphia and Reading Railroad Company?—A. Yes, sir.

Q. So that the Lehigh and Susquehanna Railroad was, through that lease, controlled and operated by the Philadelphia and Reading Railroad Company?—A. It was.

Q. Did your company, the Lehigh Coal and Navigation Company, have any other connection with the Philadelphia and Reading Railroad Company except by virtue of its shipment over your canal and the Lehigh and Susquehanna Railroad?—A. Do you mean physical connection of the railroad or what kind of connection do you refer to?

Q. Business connection.—A. No.

Q. I notice that in the apportionment the apportionment to the Philadelphia and Reading Railroad includes the output of your product. Why is the output of your company included in the allotment to the Philadelphia and Reading Railroad rather than to the Lehigh Valley Railroad, with which it is more closely connected physically?—A. It is not connected physically with the Lehigh Valley Railroad at all.

Q. Geographically, I should have said.—A. It is not connected with it at all. It ships no coal over it.

Q. The only reason for connecting your company with the allotment of the Philadelphia and Reading Railroad Company is that the coal of your company was shipped over the canal and the Lehigh and Susquehanna Railroad, which were controlled and operated by the Philadelphia and Reading Railroad Company? Isn't that so?—A. No, sir.

Q. What then was the reason?—A. The Lehigh Canal is not controlled and operated by the Philadelphia and Reading Railroad Company.

Q. What then was the reason for including your output in the allotment to the Philadelphia and Reading Railroad Company?—A. Simply for convenience, as I have stated before. There were seven interests represented there. It was easier to divide the seven interests than two hundred. Afterwards the parties interested in shipping over these seven roads met among themselves, so far as I know, and divided the tonnage among themselves.

Q. How does the Philadelphia and Reading Railroad Company in any sense represent your company and its output?—A. It did not.

Q. Then why was the allotment to the Philadelphia and Reading Railroad Company made to include the proportion of your coal?—A. Simply for convenience, as I have stated before.

Q. In what respect was that a matter of convenience, if your company was disconnected?—A. Simply a matter of convenience, dealing with seven companies instead of two hundred.

Q. Why did you take your company rather than some other company which is geographically away from the Philadelphia and Reading Railroad Company's main lines?—A. Because our coal was shipped mainly over the lines of the Philadelphia and Reading Railroad Company.

Q. Then the question of the mode of shipment was the determining fact?—A. In each case the coal that was shipped over certain lines was shipped by itself.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

By Mr. CASSIDY:

Q. The allotment to the Philadelphia and Reading Railroad Company was 38.85. How was that subsequently divided among the various shippers, if at all? What was done with reference to that subject?—A. Upon conference with certain officers of the Reading Railroad Company with whom the negotiation was made, they agreed that the interests shipping over what had been before the lease the Central Railroad lines should have 42½ per cent of the total amount allotted to the Philadelphia and Reading. Then the operators, the individuals and companies shipping over the Lehigh and Susquehanna Railroad, met and divided the total among themselves; each agreed to take such proportions of this tonnage.

Q. How much did the Lehigh Coal and Navigation Company take?—A. The Lehigh Coal and Navigation Company took, I think, about 22 per cent of the 42 per cent.

Q. Leaving 20 per cent for the other shippers over the Jersey Central system?—A. No, sir; we took 22 per cent of the 42½ per cent, not 22 per cent of the whole, but 22 per cent of the 42½, which is about 9 per cent of the whole. When we took these 42½ per cent of the total Reading proportion that was considered as 100 per cent of the Central Railroad. Of that 100 per cent we took about 22—I don't know exactly how much.

Q. Whatever you took which was represented by 22, who took the balance?—A. The other producers, the Lehigh and Wilkesbarre Coal Company.

Q. About how much did they take?—A. I do not think I have the figures here.

Q. Is there any way by which I can get it?—A. Yes, sir.

Q. How?—A. I can produce it. I can give you the names of the corporations now.

Q. Please do so.—A. The Lehigh Coal and Navigation Company, Coxe Brothers & Co., the Upper Lehigh Company, J. Leisenring & Co., the Pond Creek Coal Company, the Lehigh and Wilkesbarre Coal Company, the Red Ash Coal Company, the West End Coal Company, the Everhart Coal Company, the Hanover Coal Company, and the Parrish Coal Company. There is but one other, I think, whose name I can not give at this moment. The representatives of those companies and individual firms met and agreed to divide among themselves the tonnage for the year 1885.

Q. What tonnage?—A. Whatever tonnage might be shipped.

Q. Which had been allotted to them?—A. Yes, sir; on the basis of the two best months of the two previous years. Each company took the best month in 1883 and the best month in 1884. The average of them made a total, and the total to be shipped in 1885 was to be divided on that basis.

Q. Each one of the parties whom you have named got a proportion based upon that?—A. Yes, sir.

Q. The same thing was also done with the Reading Railroad Company's other product?—A. I am told so.

Q. How was that done?—A. Done in the same general way. I have no general knowledge of that. I had nothing to do with that.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

Q. Is there a Lehigh and Schuylkill coal exchange which attends to these matters generally?—A. The same parties as are in the Schuylkill exchange are not in the Lehigh. I do not know these things.

Q. You are speaking of your general business knowledge on the subject?—A. Yes, sir.

Q. There is a Lehigh and Schuylkill coal exchange, is there not?—A. I so understand. I know nothing about the position of it.

Q. I suppose, having a large knowledge of this business, you would know what their purpose was? That was my inquiry.—A. It so happens that I do not come into connection with it, and I do not know.

Q. You do not know whether there is such a corporation?—A. I do not know whether there is such a corporation.

Q. Or association?—A. I do not think there is an association. That is a matter of which I have no knowledge.

Q. In using the names of these corporations you have frequently and constantly said that the names were used for convenience. When you made these allotments to these corporations, especially these carrying corporations, they were made with the expectation that your plans would be carried out? They were not made for fun or for mere amusement?—A. No.

Q. They were made in good faith, to be carried out?—A. Yes, sir.

Q. How were they to be carried out? What evidence had you, beyond the mere matter of convenience, that they had the power to or would carry them out?—A. None whatever.

Q. So that, in point of fact, you made these allotments as a mere matter of convenience, having no knowledge of how they would be carried out or whether they would be carried out at all?—A. Unquestionably. The fact was that they were not carried out.

Q. What was the opinion upon which you relied for them to carry out your plan? How did you expect them to do it?—A. We expected them to be carried out in the mutual interest of all parties concerned in producing.

Q. How was it to be done? How did they convince people of their mutual interest? Some people are dull enough not to see at first.—A. They did not require any argument.

Q. For example, a carrying company might tell a producer that they would not carry his coal if he did not do certain things. That would be a strong argument to get him to come into an arrangement?—A. Yes, sir.

Q. What was the consideration upon that subject, if any?—A. There was no consideration upon it.

Q. Either express or implied?—A. No, sir; unquestionably not, and so far as I know, it had never been done nor attempted to be done.

Q. In point of fact, the companies named on page 3 of this bill, if they chose to exercise their power, would control the anthracite output of that region, would they not? I do not discuss whether they do or not, or whether they ought to or not, but the exercise of an arbitrary power by them would enable them to do that thing, would it not?—A. It certainly is true that these railroad companies could, if they chose, refuse to move cars.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

Q. I do not care to go into the particulars of how. I simply ask you, and you may make any explanation afterwards, is it not true, in point of fact, that if they chose to exercise their powers they could control that?—A. I can only answer that, I think, in the way that I did by saying that only by that method they could control it—by refusing to move cars. I do not know of any other method.

Q. You do not know any other way than by the refusal to move cars?—A. I do not know of any other way.

Q. Your committee recommended the appointment of a standing committee of five, and this report made by you was adopted. Who were on that committee?—A. That was the end of that committee, as far as I remember. There never has been any appointment made.

Q. They were not appointed?—A. No, sir. It was a subject I had entirely forgotten. Until I read these minutes this morning I had never thought of it.

Q. Who controlled the monthly allotments for 1885?—A. Nobody.

Q. How do you know that they were carried out?—A. I know they were not.

Q. In what respect?—A. The aggregate tonnage under those monthly allotments was 30,000,000. The shipment 31,700,000 for the year.

Q. But while the total may have exceeded that, was not the percentage maintained?—A. No, sir.

Q. Who broke it?—A. The percentages were not very closely adhered to by anybody. The interest that shipped the most largely was the Pennsylvania Railroad. What were they allotted there? Eight per cent?

Q. Yes.—A. They shipped, I think, about eleven. The Philadelphia and Reading, the Delaware, Lackawanna and Western, and the Lehigh Valley all exceeded their allotment, as I recollect it.

Q. Then, whether under the orders of a committee, or under any orders, or moving of their own motion, this state of affairs continued until you did hold a meeting, or there was a meeting held?—A. There were two meetings.

Q. Those you have already accounted for?—A. No; those meetings have not been the subject of any questions. There were two meetings immediately subsequent.

Q. Then up to the time of holding the first of what we may call the subsequent meetings, this state of affairs continued?—A. All the subsequent meetings were held in January. They were perfecting the details of this. There were never any meetings after that.

Q. January of what year?—A. 1885.

Q. Where was the meeting of January, 1885?—A. There was a meeting held on the 19th of January at the office of the Pennsylvania Coal Company.

Q. Where? In New York?—A. New York.

Q. Read these minutes.—A. "The representatives of the anthracite interests, upon the call of the chairman, met January 19, 1885, at the office of the president of the Pennsylvania Coal Company, in New York. Present: Representing the Philadelphia and Reading Railroad Company, F. B. Gowen; Schuylkill individual producers,

F. B. Gowen; Lehigh Valley Coal Company, E. P. Wilbur; Lehigh Valley individual producers, Ario Pardee; Delaware, Lackawanna and Western Railroad Company, S. Sloan; New York, Susquehanna and Western Railroad Company, F. A. Potts; Delaware and Hudson Canal Company, R. M. Olyphant; Pennsylvania Railroad coal companies, no representation; New York, Lake Erie and Western Railroad Company, John King, jr.; Lehigh and Wilkesbarre Coal Company, W. H. Tillinghast; Lehigh Coal and Navigation Company, J. S. Harris.

"The minutes of the meeting of December 31, 1884, were read and approved.

"A communication from Mr. I. J. Wistar, representing the Pennsylvania Railroad Company's coal companies, in response to the notification sent him by the secretary of the allotment to his interests, was read together with an official copy of the action of the Pennsylvania Railroad Company in regard to the said allotment.

"On motion of Mr. F. B. Gowen, seconded by Mr. E. P. Wilbur, the following resolutions were adopted:

"*Resolved*, That Messrs. Wilbur, Harris, and Pardee be appointed a committee to prepare and present a communication to the Pennsylvania Railroad Company and to the anthracite companies controlled by that company, setting forth the true position of the interests represented at this meeting, presenting the arguments in favor of the action proposed at the last meeting, and requesting a decided answer as to whether the anthracite coal-producing interests of the Pennsylvania Railroad will unite with those we represent in the management of the trade for 1885 upon the basis of a distributive quota of total output. And upon receiving an answer to such communication, the committee call the meeting together again.

"*Resolved*, That in the meantime the output and distribution quotas for January, adopted at the last meeting, be continued in force.

"Mr. E. P. Wilbur stated that he understood the communication from the Pennsylvania Railroad Company to preclude the hope that any direct overture to that company would be successful, and if the resolution just adopted required that the committee communicate directly with that company he must decline to serve. He was, however, of opinion that there remained some hope of favorable action through the medium of their coal companies, and he was willing to call upon Mr. Wister if that would carry out the spirit of the resolution.

"On motion the meeting adjourned to meet at the same hour and place January 26, 1886.

"J. S. HARRIS, *Secretary*."

Q. Let us have the minutes of the 26th of January.—A. "Pursuant to adjournment, the representatives of the anthracite interests met on the 26th of January, 1886, at the Pennsylvania Coal Company's New York office." The same interests were represented by the same parties as at the last meeting.

"The minutes of the meeting of January 19, 1886, were read and approved.

"The committee appointed at the last meeting to interview the representative of the Pennsylvania Railroad Company's anthracite

interests reported through their chairman, Mr. E. P. Wilbur, that they had an interview with Mr. I. J. Wistar, vice-president of the Pennsylvania Railroad Company's coal companies and presented as forcibly as they could their views of the serious injury to all business interests that would result from the break-up that might follow if the Pennsylvania Railroad Company refused to join in the proposed action; and that they had met with a courteous but decided refusal to do more than to act in general harmony with the other interests as to the prices of coal.

"Upon motion of Mr. F. B. Gowen it was—

"*Resolved*, That (excluding the interests of the Pennsylvania Railroad Company) we will carry out the plan originally adopted for the management of the trade, and that with the view of recovering the market for steam and manufacturing purposes from bituminous coals by the sale at reduced prices of a sufficient quantity of anthracite coal for the purpose, one million of tons be added to the assumed total output for the year 1885, provided that none of the said one million tons be added to the quotas of February, March, April, or May.

"On motion the meeting adjourned."

Q. When was the next meeting?—A. There were no other meetings.

Q. What was the meeting of March 22 with Mr. Pierpont Morgan?—A. I understood you to have reference to the arrangement. There were no other meetings in reference to that arrangement.

Q. There were no other meetings as to that arrangement, and there was a meeting held in New York?—A. There was a meeting held on the 22d of March, if I remember the date correctly,

Q. The 22d of March, 1886?—A. Yes, sir.

Q. Where was that meeting held?—A. That meeting was held at the house of J. Pierrepont Morgan, 219 Madison avenue.

Q. At his private house, his dwelling?—A. At his dwelling.

Q. Who attended that meeting?—A. There were a number of persons present there whose names are perhaps not all recorded. Those who were there and those of whom I have the names were Mr. George deB. Keim, E. P. Wilbur——

Q. As you go along you had perhaps better say who they represent. Who presided at the meeting?—A. Mr. John King, jr.

Q. Who acted as secretary?—A. Mr. J. S. Harris.

Q. Read the minutes.—A. "A number of gentlemen, representatives of the anthracite interests, met by invitation of J. Pierrepont Morgan at his house, No. 219 Madison avenue, on Monday evening, March 22, 1886. Mr. Morgan stated that the object in asking the gentlemen to assemble was that they might take counsel as to the possibility of preventing further injury to the interests they represented by some concerted action looking to an arrest of the demoralization of business which resulted from the existing want of harmony. The meeting organized by calling Mr. John King, jr., to the chair, and Mr. J. S. Harris was appointed secretary. Upon the call of the roll of the different interests, it was found that they were represented as follows: The Philadelphia and Reading interest by George deB. Keim, the Lehigh Valley interest by E. P. Wilbur, the Delaware, Lackawanna and Western interest by Samuel Sloan, the Delaware

and Hudson interest by R. M. Olyphant, the Pennsylvania Railroad interest by George B. Roberts, the Pennsylvania coal interest by George A. Hoyt, the New York, Lake Erie and Western interest by John King, jr., the New York, Susquehanna and Western interest by F. A. Potts, the Lehigh and Wilkesbarre coal interest by W. T. Tillinghast, the Lehigh Coal and Navigation interest by J. S. Harris.

"After a very general discussion of all the interests involved and the best result that it was desired to attain, it was moved by Mr. Sloan as follows:

"The representatives of the anthracite interests agree upon a pool of the anthracite to be mined between March 31, 1886, and March 31, 1887. The output for the year just named is, for the purpose of this agreement, estimated at 33,500,000 tons. The percentage of each interest is to be determined hereafter. Any party shipping over its percentage shall account to the pool for the amount by which it may be found on the 31st of March, 1887, to have exceeded its percentage at the rate of 50 cents per ton. This motion being seconded by Mr. Olyphant, was agreed to by a unanimous vote On motion the meeting estimated that the market would require for the month of April 2,000,000 tons of anthracite. On motion the meeting resolved that the price of coal should be immediately advanced 25 cents per ton f. o. b. at New York. On motion the meeting adjourned to meet at the office of the Pennsylvania Coal Company in New York on Monday, March 29, 1886, at 12 o'clock noon."

Q. Explain as you go along what "f. o. b." means.—A. "F. o. b." means free on board; the price at which coal is put on board vessels. Perhaps it might be as well to state that that is the first draft of those minutes, and, as will be seen by the minutes of the next meeting, it was accepted. There were some changes, and there is a second draft, and it was accepted, so I read that with only the changes that have been made.

Q. This one which you have there was written at the time?—A. This one I have here was written at the time.

Q. This one which you have just read to us?—A. The one I have just read. That is, it is from notes written at the time, and in many cases, as there was no one there to take down what was actually said, it does not represent the words that were used.

Q. It represents substantially what took place?—A. According to my understanding. Shall I state the changes in the second draft?

Q. Yes. What is the second paper?—A. As I explained, what I have read was the draft of those minutes as I presented them at the next meeting. The minutes were ordered to be corrected. They were not adopted, but they were ordered to be corrected, and that appears here as the second draft.

Q. Do not your minutes of the second meeting show the correction?—A. Yes, sir. No; they show them in this way: That the first minutes were presented as shown in the first draft and that the meeting ordered that they should be amended.

Q. Suppose you get the minutes of the second meeting. That will show there was some correction; then you can show what the cor-

rection was.—A. "Pursuant to adjournment, the representatives of the anthracite interests [met at the office] of the Pennsylvania Coal Company on Monday, March 29, 1886." Present: The same parties as before, representing the same interests.

Q. Read the minutes as they are.—A. "The meeting being called to order, it was found that the interests were represented by the following persons: The Philadelphia and Reading interest by George deB. Keim, the Lehigh Valley interest by E. P. Wilbur, the Delaware, Lackawanna and Western interest by Samuel Sloan, the Delaware and Hudson interest by R. M. Olyphant, the Pennsylvania Railroad interest by George B. Roberts, the Pennsylvania coal interest by George A. Hoyt, the New York, Lake Erie and Western interest by John King, jr., the New York, Susquehanna and Western interest by F. A. Potts, the Lehigh and Wilkesbarre coal interest by W. H. Tillinghast, the Lehigh Coal and Navigation interest by J. S. Harris, the Lehigh Valley operators by A. Pardee."

Q. The same persons as attended the preceding meeting?—A. With the addition of A. Pardee. "The minutes of the meeting of March 22, 1886, were read, as shown in the paper marked 'first draft.' They were amended as they appear in the second draft, and it was then decided that they were read simply for information. A motion being offered that each interest accept the same percentage of the total as was alloted to it for 1885, the yeas and nays being called, the interests voted as follows: The Philadelphia and Reading interest, yea; the Lehigh Valley interest, yea; the Delaware, Lackawanna and Western interest, yea; the Delaware and Hudson interest, yea; the Pennsylvania Railroad interest, nay; the Pennsylvania Coal Company's interest, yea; the New York, Lake Erie and Western, nay. The motion, requiring a unanimous vote, was declared lost. On motion it was agreed that the points raised by the Pennsylvania Railroad interests should be referred to the chairman to act and report at the next meeting. On motion the meeting adjourned to meet at the office of the Pennsylvania Coal Company in New York on Monday, April 5, 1886."

Q. Read the second draft.—A. The second draft, I believe, is in exactly the same language as the first, with the exception of the first resolution. It reads: "The following resolution was adopted: The representatives of the anthracite interests agree, each for his own interest, to accept a division of the anthracite to be mined between March 31, 1886, and March 31, 1887. The output for the year just named is, for the purpose of this agreement, estimated at 33,500,000 tons, the percentage of each interest to be determined hereafter. Any party shipping over its percentage shall pay for the amount by which it may be found on the 31st of March, 1887, to have exceeded its percentage at the rate of 50 cents a ton, which amount shall be divided among the interests which shall ship less than their percentage." The second draft does not contain these words which follow immediately after the corresponding words in the first draft: "This motion, being seconded by Mr. Olyphant, was agreed to by a unanimous vote." Otherwise I believe the minutes are exactly alike.

Q. They had, however, been adopted by a unanimous vote at the first meeting?—A. They had been adopted by a unanimous vote at the first meeting.

Q. That brings you to the April meeting?—A. "Pursuant to adjournment the representatives of the anthracite interests met at the office of the Pennsylvania Coal Company on Monday, April 5th, 1886, at 12 o'clock noon. The meeting being called to order, it was found that the interests were represented as follows:" They were exactly the same as at the last meeting. "The chairman who was appointed to confer with Messrs. Roberts, Keim, and Wilbur in regard to the points raised by the Pennsylvania Railroad interests, reported that he met the gentleman named on Wednesday, March 31st, in Philadelphia, and found that ten and seventy-three one-hundredths of the total output for the year was claimed as the proper proportion for the Pennsylvania Railroad interests, and that the Reading interest and the Lehigh Valley interest were both willing to make some concession from their percentage of 1885 as contributions towards the difference between the percentage allowed to the Pennsylvania Railroad interests for 1885, and the percentage now claimed by them. On motion the report was adopted." That was the last meeting of those representatives.

Q. There was no meeting after that of April?—A. No, sir.

Q. After that, did the allotment committee take charge?—A. The allotment committee met after that.

Q. You mean to say by that that they practically did whatever was to be done?—A. They did just what the minutes show.

Q. You are now going to give us the minutes of the allotment committee?—A. Yes, sir.

Q. You were a member of the allotment committee?—A. I was.

Q. You were secretary of the allotment committee?—A. Yes, sir.

Q. And as secretary you produce the minutes of the committee? These were minutes that were made at the time the respective meetings were held, or rather they were made from memoranda made by you at the time?—A. Yes, sir.

Q. Not added to in any way?—A. No, sir.

Q. Not altered or dressed?—A. No, sir; they were in no case.

Q. And that applies also to all the minutes that you have read?—A. Yes, sir.

Q. They are substantially as taken at the time?—A. They are substantially as taken at the time; written out as an actual statement of what occurred, and read at the subsequent meetings. These are the original minutes produced at those meetings:

"The committee to whom was referred the question of dealing with the Pennsylvania Railroad individual operators and the allotment of the monthly tonnages met at the office of the Lehigh Coal and Navigation Company on Saturday, April 10, 1886. Present: F. A. Potts, E. R. Holden, and J. S. Harris. Mr. Potts being named as chairman in the resolution, took that position, and Mr. Harris was elected secretary. The meeting was devoted principally to the investigation of the amount of coal shipped in 1885 over the Pennsylvania Railroad by individual operators. The secretary was directed to request each interest to estimate in what monthly proportions it would like to have

its yearly allotment of tonnage divided. The committee adjourned to meet on Tuesday, April 13th, at 11 o'clock, at the office of Coxe Bros. & Co., New York.

"The Anthracite Allotment Committee met the individual operators of the Pennsylvania Railroad at the office of Coxe Bros. & Co., No. 1, Broadway, New York, on Tuesday, April 13th, at 11 a. m.

"Present: Messrs. Potts, Holden, and Harris of the committee; Captain Richards, representing V. L. Scott & Co.; Mr. Slee, representing Langdon & Co.; Mr. Joseph Stickney, representing Stickney and Conyngham, and Mr. E. B. Ely, representing Coxe Bros. & Co.

"It was agreed that the Pennsylvania individual operators should not ship this year more than 6 per cent in advance of the amount of anthracite shipped by them in 1885, and that they would do all in their power to bring the amount to be charged to the P. R. R. interests to the amount allotted to them, viz: 3,500,000 tons."

The Allotment Committee met at the office of F. A. Potts April 20, 1886. These are all the minutes of the allotment committee.

Q. No meeting in May?—A. Yes, there was a meeting in May. There was a meeting each month, but there were no minutes.

Q. And you have the minutes of each month, I suppose?—A. No, sir; no minutes were kept.

Q. Have you no record at all of them?—A. No, sir.

Q. No paper at all?—A. None whatever. There was absolutely no minute made of it. Just discussion, and no regular minute made of it.

Q. Whatever you did in the month of May you gave notice of by circular or letter then, did you?—A. The ordinary course was this, and I believe it was generally followed: I notified Mr. John H. Jones, who was the accountant, and had been for a number of years the accountant or statistician of the anthracite trade, of the amount that the committee had estimated as the requirement of the next month, and he sent notices to the different interests of that estimate.

Q. He gave to each the subdivision that it was entitled to?—A. Yes, sir.

Q. Have you a copy of what he gave or said to anybody?—A. No, sir.

Q. Mr. Jones will give us that?—A. Mr. Jones probably has that. A copy did not come to me, because our interests were included with the Reading interests.

Q. Was there any way by which to draw any check, if it might be necessary, upon Mr. Jones?—A. No, sir. I knew that he was accurate.

Q. Will you tell us what you did for each month?—A. What allotment was made for each month?

Q. What allotment was made.—A. No, I can not here. I do not happen to have a copy of them here at all. The only other memorandum in regard to meetings of the allotment committee at all was this one.

Q. Your committee did fix for each month the allotment?—A. We each month estimated what the market required. The estimate was made in such a way and so stated.

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Q. Still you did state the amount, no matter how you got at it, which you certified to Mr. Jones?—A. As the committee's estimate of the requirements of the market.

Q. How can we get at the amount fixed for each month?—A. Mr. Jones has those figures. I have no doubt that if he has not I can get them.

Q. Lest Mr. Jones does not give them to us I ask you to produce such evidence as you can on them at our next meeting, or, if not, at the next meeting after.—A. I can give those figures at any time. On the 18th of November, 1886, this was practically the action of the allotment committee. It is a memorandum in pencil, which is the only other, so far as I know, that ever was made. It was generally verbal discussion. "The committee estimate that the market will require in the month of December, 1886, 2,500,000 tons of coal. If, by the middle of December, the market seems to require more coal, the committee will at that time revise their estimates." That is on the 18th of November, 1886. Those are all the minutes that I have, or all that ever were made of the allotment committee.

Q. And that was the last meeting? Was there a meeting in December?—A. There was a meeting in December; yes, sir.

Q. Do you know what was done in December, or do you recollect?—A. I was not present at that meeting. They estimated that there would be required in January two and a half million tons more.

Q. For this coming month?—A. Yes; for the coming January.

Q. How many meetings were there, during the month of September, of the coal companies?—A. None.

Q. Or of the parties that you have been alluding to, and that I call the combination?—A. None.

Q. Was there an advance in price ordered?—A. By whom?

Q. By anybody?—A. No.

Q. There was no advance?—A. No, sir.

Q. No advance in coal during September?—A. I do not know positively, for those things were not matters which came close to me. I had nothing to do with that.

Q. You would know if there had been an advance?—A. I can not state whether there was any in September or not.

Q. Was there any in October?—A. The prices of coal have advanced in the last two or three months. I do not know when the advances were made.

Q. Was there any trouble with the Reading which is called in the trade a "stiffening" of Reading?—A. I do not know what you refer to by "stiffening" in Reading.

Q. Was there anything that occurred at all, so far as you can now search your memory or recollect, during the month of September, that led to an advance of coal in the trade anywhere?—A. No; there was not.

Q. Any compromise between factions in the Reading interest?—A. None that I know of.

Q. Or any matter connected with the Reading business affairs?—A. I have not the slightest knowledge of anything that you are speaking of. I do not know anything about it at all.

Q. Was there an advance in coal during the last two months of fifty cents?—A. I do not really know.

Q. The last three months?—A. I do not know whether there was or not. I should not imagine there was.

Q. When I say "fifty cents" I am quite willing to take somewhere near that.—A. Those are matters that I did not charge my memory with. I do not really know. As regards the Lehigh Coal and Navigation Company's business, of which alone I know, I should say decidedly no.

Q. The subpœnas require certain other papers to be produced by you. What other papers have you there that you have produced?—A. I think the only other papers I have are correspondence relating to matters of the coal trade.

Q. Have you any papers there showing the circular fixing the prices?—A. No, sir.

Q. What is the correspondence? Between whom is it?—A. It is the correspondence between the representatives of the different interests and myself, mainly and wholly, I believe, as secretary. Correspondence from month to month.

Q. Have you them marked in any way at all?—A. No, sir.

Q. What period does it cover?—A. Well, I should say from about December, 1884, to the present time.

Q. I would like to look at the correspondence upon this subject. (Same handed to Mr. Cassidy.) That covers all our call, all that you have?—A. Yes, sir. There is something I have not handed to you. In the press letter book of the Lehigh Navigation Company. There are a number of copies of those letters among a number of private letters on other subjects.

Q. Were there returns made by your meeting or your allotment committee to Mr. Jones by each company?—A. None other than I have spoken of, except that each month Mr. Jones procured the statistics of the trade.

Q. How did he procure those? Were blanks sent out that were returned to him?—A. That I do not know.

Q. You have not got them, of course?—A. No, sir.

Q. Or no copies of them?—A. They never came to me at all.

January 7, 1887, 11 a. m., direct-examination of Joseph S. Harris, resumed:

By Mr. SNODGRASS:

Q. Who is Samuel Sloan, who is spoken of as one of the representatives of certain interests at the conferences you spoke of?—A. Do you mean what his official position is?

Q. Yes.—A. Samuel Sloan, among other positions, holds that of the president of the Delaware, Lackawanna and Western Railroad Company. Whether he is president of the Lackawanna Coal and Iron Company, I do not know.

Q. Do you know whether he is officially connected with any producing interests outside of the Delaware, Lackawanna and Western Railroad Company?—A. No; I do not know. I imagine he is connected with the Lackawanna Coal and Iron Company.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

Q. Who is Mr. Potts? What official position did he occupy?—A. Mr. Potts is the president of the New York, Susquehanna and Western Railroad, and, I think, president of the Pennsylvania Anthracite Coal Company. I know that he is connected with it, and I think he is the president.

Q. Do you know whether the New York, Susquehanna and Western Railroad Company is a coal producer in Pennsylvania?—A. I do not know.

Q. It is a foreign corporation, is it not? A corporation of the State of New York?—A. I do not know.

Q. What organization did you speak of as that which Mr. Potts was connected with?—A. The New York, Susquehanna and Western Railroad Company.

Q. What other organization?—A. The Pennsylvania Anthracite Coal Company.

Q. Where is that located?—A. Its lands are between Scranton and Pittston.

Q. In the Wilkesbarre region?—A. In what is known as the Lackawanna region.

Q. What official connection had Mr. Olyphant with any other organization, except the New York, Lake Erie and Western?—A. Mr. Olyphant has no official connection with the New York, Lake Erie and Western. He is the president of the Delaware and Hudson Canal Company.

Q. Is he connected with any producing interests other than that?—A. Other than that I do not know. The Delaware and Hudson Canal Company is a large owner of coal lands. I speak now from rumor. Are you asking me to speak of my own knowledge?

Q. Yes, I want to get your own knowledge upon the subject. If you have no knowledge upon the subject you will say so.—A. I have none. I know nothing about this matter but rumor. All my testimony that has already been given is colored by that statement also. In regard to all these matters, I have no more knowledge than a great many people have.

Q. When Mr. Potts, for example, appeared at the conference, did he appear as the representative of the coal company you spoke of, or of the New York, Susquehanna and Western Railroad Company?—A. All of those people appeared, and are so named in the minutes, as the representatives of the coal interests allied with those companies. They are all so put down, I think, and were also understood to be representing the interests that were tributary to their roads.

Q. The representation included, I understood you to say the other day, the individual producers as well as the corporate producers?—A. Some of the individual producers.

Q. To what extent did it exclude the individual producers?—A. It did not exclude anybody.

Q. Do you mean to say that all of the individual producers in each district were included in the representation?—A. I imagine so.

Q. Do you or do you not know?—A. I do not know.

Q. Was it intended to include all the individual producers?—A. I have before explained that it was not a case where any credentials

were asked for. The persons who were habitually dealt with in regard to these interests met there. Nobody came there and said, "I represent so and so." They were simply gentlemen who were known, and who were assumed to represent those interests because they appeared for them, but as to whom they represented there was no question asked. The question was not raised by anybody that I know of.

Q. If there were any individual producers excluded they would not then be entitled to any benefits of this combination, if there was such, or whatever it might be?—A. I never heard such a question raised. There was no attempt ever to treat any individual producer as outside of any benefit.

Q. If there were any so excluded, would they be entitled to the same rates of shipment over the railroads by which their products found market?—A. I am utterly unable to answer that question. I never heard it discussed.

Q. Such a thing never was discussed in your meeting?—A. No, sir.

Q. You assumed in your conference that they did represent all?—A. We assumed in the conference that all the anthracite producers in the region were represented there.

Q. Were rates of transportation discussed in your meetings?—A. Never.

Q. Were rates of transportation discussed in the meetings of your committee?—A. Never.

Q. Was the division of tonnage discussed at that meeting?—A. According to these percentages?

Q. That is, the division of tonnage that was allotted to each interest.—A. Not after the divisions were made. There was no subject for discussion. When these different interests had accepted the different percentages, there was nothing more to discuss.

Q. When you say that the parties interested in shipping over the seven roads mentioned in the allotment met and divided the tonnage, what did you mean by that?—A. I think my testimony was that so far as the shippers over the Lehigh and Susquehanna Railroad were concerned, which was at that time a part of the Reading system, they did meet. So far as the shippers over the Reading system proper were concerned, I have understood that they met, and I have understood that the Lehigh Valley shippers met. How the others did I have no knowledge whatever.

Q. Can you state what proportion of the tonnage allotted to the Philadelphia and Reading system was produced by your corporation, the Lehigh Coal and Navigation Company?—A. About 22 per cent. Excuse me. That is about its percentage of the Jersey Central system. I have the books here. Of what year are you speaking, 1885 or 1886?

Q. I speak of the year covered by this allotment, 1886. You can give it for the year 1885, if you have it there, and also for the year 1886. I want the amount produced and shipped by your company alone.—A. I understand you to be speaking of two different things. In one case you ask for percentages and in the other case you ask for amount.

Q. It is substantially the same thing, is it not?—A. If amount, I should have to know whether you want it for a month or a year.

Mr. SNODGRASS. You can give us the percentages first.

By Mr. GENDELL:

Q. This was a subdivision; that is to say, as I understood you, the Jersey Central got a portion of the Reading system and yourself a portion of the Jersey Central?—A. Yes, sir. The Lehigh and Susquehanna system got 42½ per cent, both in 1885 and 1886, of the allotment of the Reading.

By Mr. SNODGRASS:

Q. What do you include in the Lehigh and Susquehanna system?—A. All of what had been originally the Jersey Central Railroad system of roads. Up to 1883, the Central Railroad had been an independent organization. In 1883 it was leased by the Reading, but the accounts of what had been the Central system were kept separate from the Reading system.

Q. What other organizations were interested in the shipment over the Reading system?—A. Does your question refer to individual interests?

Q. I want to get the subdivisions.—A. That is the subdivisions as between the Reading on one side and the old Central Railroad system on the other?

Q. Did those two organizations then represent the entire allotment to the Reading system?—A. Yes, sir. The old Central system got 42½ per cent and the old Reading system got 57½ per cent, which made 100 per cent of the Reading's allotment.

Q. What proportion of the allotment to the old Central system as you call it, was assigned to individual operators?—A. I do not know that I can answer that question, for, in regard to some of these collieries, I do not know whether they were individual operators or corporate. I imagine though they were almost all corporations. I do not know whether they are corporations or limited partnerships. I imagine they all are one or the other.

Q. Can you give the proportion outside of what would be called the Lehigh and Susquehanna system?—A. The Lehigh and Susquehanna system included all of the Central Railroad proportion. I want to make myself clear. The Lehigh and Susquehanna is the coal railroad of the Central Railroad system, and all the coal belonging to the Central Railroad went over the Lehigh and Susquehanna system.

Q. What I want to get at, if I can, is what proportion of that allotment was assigned to operators other than the Lehigh Coal and Navigation Company?—A. My answer was substantially correct, that the Lehigh Coal and Navigation Company got about 22½ per cent of that allotment.

By Mr. GENDELL:

Q. Twenty-two and one-half per cent of the Lehigh and Susquehanna system, or of the Reading system?—A. Of the Lehigh and Susquehanna system.

Q. That is 22½ per cent of the 42½?—A. Yes, sir.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania v. the P. & R. R. R. Co. et al.*—Cont'd.

By Mr. SNODGRASS:

Q. Can you give me the amount of tonnage that represented for the year 1886?—A. No, I can not.

Q. Can you give it for the year 1885?—A. I can approximately, I think. You want the amount approximately that the Lehigh Coal and Navigation Company, as I understand, was entitled to ship in the year 1885. Do I understand your question so?

Q. My question had reference to the amount independent of the Lehigh Coal and Navigation Company first, and then to get the amount of the Lehigh Coal and Navigation Company's shipments if possible. I want to divide them.—A. I understand you then to ask what amount the interests other than the Lehigh Coal and Navigation Company shipping over the Jersey Central were entitled under this allotment to ship in the year 1885?

Q. Yes.—A. (Referring to book.) The amount that the Lehigh Coal and Navigation Company was entitled to ship was about 1,000,000 tons.

Q. How much would that leave for the other operators?—A. About 3,800,000.

Q. What then would be the amount which would represent the interest of the Philadelphia and Reading Railroad independent of that?—A. About 6,800,000 would be the amount that the Reading system, other than the Central Railroad system, would be entitled to ship in the year 1885.

Q. Those are the amounts which approximately represent the interests of each particular party that you have mentioned; that is, the three different interests mentioned?—A. I do not understand in what sense you speak of the Reading system as a party. There were a number of parties there. The Lehigh Coal and Navigation Company in that year was entitled to ship about 1,000,000 tons. Other shippers over the New Jersey Central were entitled to ship about 3,800,000 and the shippers over the old Reading system were entitled to ship about 6,800,000 tons.

Q. Do you know what proportion of that which the old Reading system was entitled to ship represented the shipment of the Philadelphia and Reading Coal and Iron Company?—A. I do not know.

Q. Do you know how much they produced?—A. No, sir.

Q. Have they made returns to you or anybody else showing that?—A. They have made none to me.

Q. Have they made them to anyone else?—A. I do not know. The reason why I do know about the shipments on the old Jersey Central system is because I, as one of the producers there, or representing one of the producers, necessarily became familiar with those figures. Not being a producer on the old Reading system, I know nothing about them.

Q. Were they not required to report to Mr. Jones the amount of their production?—A. That I do not know. I do not know at all whether Mr. Jones has the figures of the individual producers there or not.

Q. Is your company required to report to Mr. Jones the amount of your production.—A. No; they did not report.

Q. Who paid the expenses of the committee of which you were a part?—A. Nobody ever paid any expenses. There were no expenses.

Q. Were there no charges of salaries of any kind connected with the operation of this committee?—A. No, sir.

Q. Were there any expenses connected with what is called the combination?—A. No, sir.

Q. Or the Anthracite Association?—A. No, sir.

Q. Was Mr. Jones a salaried officer?—A. He was not a salaried officer of that combination. There were no salaried officers at all.

Q. Who paid him for his services as statistician?—A. I do not know.

Q. Was he paid?—A. That I do not know. We never paid him anything, or I never had anything to do with paying him anything.

By Mr. GENDELL:

Q. You were asked to produce the other side of the correspondence, a part of which you produced at our last meeting. Have you those letters with you?—A. I have.

Q. Will you please produce them?

(Letters produced.)

Q. These are full and accurate copies of letters sent by you?—A. They are carefully made and compared.

Q. And these are the original letters received by you?—A. They are.

Q. They were sent by the representatives of the various corporations by whom they professed to be sent?—A. I suppose they were sent by the gentlemen who purported to represent them. I do not know who sent them. All I know is I got the letters signed by those gentlemen. They speak for themselves. The letters that I submitted were original letters. The letters I gave to the Attorney-General last meeting were the original letters.

(Mr. Gendell offered in evidence the entire correspondence as a whole, without undertaking to pick out that part which is good, or that part which is bad, or that part which is indifferent.)

(The above offered letters marked.)

Cross-examination by Mr. DICKSON:

Q. In this bill it is alleged that by this combination or association you have limited and restrained the supply, production, and output of anthracite coal. In point of fact, how does the output of the year 1886 compare with that of the previous years?—A. The production is larger than ever before.

Q. Can you give the output of 1885 and 1886?—A. (Referring to memorandum.) The shipment in the year 1885 was 31,623,530 tons; the shipment in the year 1886—I have the official statistics here and to the end of November—I suppose to the end of the year will be about thirty-two millions and a quarter.

Q. What was the highest figure ever before reached?—A. (Referring to memorandum.) The highest figure ever before reached of shipments was in 1883, when the shipment was 31,793,027 tons.

Q. What had been the shipment of the previous year, 1882?—A. 29,120,096 tons.

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Q. What in the year 1884?—A. In 1884 it was 30,718,293 tons.

Q. These figures would then indicate that the market was bare at the beginning of 1883, and overstocked at the end, would they not?—A. One of the elements by which we judge of the stock in the market is the amount on hand at the tide-water shipping points. That is only one of the number of data. There are stocking points, where coal is stocked, in the interior, about which there is no official information, and, of course, the stock that may be held in private yards nothing is known about. So far as we can get information from the situation of the tide-water shipping points, there were 562,116 tons on hand on the 31st of December, 1882, and on the 31st of December, 1883, there were 748,330 tons, being an increase of 186,214 tons during the year.

Q. In order to appreciate the full significance of the large output of 1886 it is necessary, is it not, to take in connection with that the large output of the previous year also, to see what the result is for the two consecutive years, as well as the output of each year?—A. Yes, sir.

Q. So that, contrasting the output of those two years, of 1885 and 1886, would they not be very largely in excess of any previous two years or any previous years in the history of the trade?—A. They would.

Q. The charge is further made in this bill that the prices of coal were artificially advanced to an unjust extent. In point of fact, how did the prices of the year 1886 compare with those of the previous years during the last quarter of a century?—A. The price of coal, so far as I can judge from the statistics of the Lehigh Coal and Navigation Company, which are the only accurate statistics that I have access to, was lower in 1886 than it had been in any previous year since the war. I should say, lower than the average of any previous year, with the exception of 1879.

Q. While that is true as to the trade generally, are you not mistaken as to your own company?—A. I think not.

Q. That is true in regard to the trade generally, is it not?—A. My impression is it is true with regard to the trade generally?

Q. In the case of the price in 1879, was that a steady and uniform price, or at that time did prices largely fluctuate?—A. They fluctuated very largely. The price of prepared coal fell forty cents from January to May and rose forty-four cents before the end of the year. Pea coal fell from January to March seventeen cents and rose seventeen cents to June, and remained about stationary until August, fell forty-three cents from August to September, rose twenty cents between September and November, and fell twenty cents between November and December.

Q. While these prices for 1885 and 1886 are lower than any since the war, with that exception, how do they compare with the actual cost of production?—A. So far as our own experience is concerned, the prices at which coal has been sold this year are nearer the actual cost of production than they have been for a great many years. In 1879, when the price of coal was about as low as it has been this year, wages were much lower. I think wages were about 20 per cent lower.

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Q. That was the end of the great depression which followed the panic of 1873, was it not?—A. It was.

Q. When there was general distrust throughout the country, and prices and wages were everywhere lower?—A. Yes, sir.

Q. The last year has been a year of great activity in business, and wages in all other branches of industry have been relatively high?—A. Yes, sir.

Q. What was the net result of the operations of the coal companies during the year 1886, taking the actual cost of mining the coal, exclusive of royalty and exclusive of interest on the cost of investment?—A. So far as I can judge, we made about fifteen cents a ton on the coal we produced in 1886. In that, nothing is charged for royalty, nothing for depreciation of improvements.

Q. Or of interest?—A. Nor for interest.

Q. When you speak of the coal of the Lehigh Coal and Navigation Company, how does that coal compare with others in the prices which you are able to obtain for it?—A. The larger coals, the lump and the broken, command an exceptionally high price. Our lump coal sells for more than other coal in the market, I believe; our broken for as much as any coal in the market; our egg and stove for higher prices than the majority of coals. The smaller sizes are not higher in price than the average. We further have the advantage of having a large market for our coal, so that we do not have to sacrifice our coal on account of accumulated stock, but generally obtain very good prices for it and have a very good demand for it.

Q. Owing to its superior hardness and value in the blast furnace there is a large demand for it in the line trade as well as at competitive points?—A. We are not able to fill our demand for furnace coals. Those particular sizes we can not produce sufficient of.

Q. In your knowledge, how much more will be paid for that coal in New England for foundry and steam purposes than for other coal?—A. In New England, where we come directly in competition with the coals of the Lackawanna region, our coal of the larger size sells habitually for from fifty to seventy-five cents a ton above theirs.

Q. How is it in regard to cost of getting to market? What is your position geographically relatively to other coals?—A. Our coal lands are the nearest to the New York market of all the anthracite lands.

Q. The Lehigh Coal and Navigation Company is also the owner of a canal running from Mauch Chunk to the Delaware, and by the Delaware Division connects with Philadelphia, and by a connection by means of the Delaware and Raritan Canal with New York Bay?—A. Yes, sir.

Q. Under the contract which you had with the Reading Railroad Company and the Jersey Central Company, guaranteeing a minimum rental for the operation of the Lehigh and Susquehanna Railroad, was there any advantage to the Lehigh Coal and Navigation Company in sending its coal over the railroad rather than over the canal?—A. No, sir.

Q. Consequently it was the fact, was it not, that wherever it was to your advantage to do it you would naturally have an incentive to divert coal to the canal rather than to the railroad?—A. That is the fact.

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Q. Owning that canal, as you did, were you able, in view of the low rates of transportation which were given upon the railroad, to send the coal over the canal to any advantage during the year 1886?—A. I think when our accounts for the year 1886 are made up they will show that our actual business over the canal has been less remunerative than for many years, perhaps than ever before. We had absolutely to stop shipping coal to the New York markets because we could not get a cent for the canal transportation. Of course, we had to put coal there in competition with rail coal and we absolutely had, for a large amount of our coal, to go out of the New York market altogether.

Q. So that owning the canal as a line of transportation, and without regard at all to the interest upon its cost of construction, you were able to get such rates of transportation on the railroad that you could not afford to send it by the canal?—A. But to a limited extent. We were much limited in our shipment on the canal by the low rates on the railroad. All that we could earn on the canal by shipping was clear gain, because whether we shipped 100,000 or 500,000 tons our expenses were just the same; we had to have the same locktenders and men attending the canal. Every cent we made on the canal was clear gain. The low rate of transportation made it impossible to do canal business.

Q. Having, then, coal which commanded a higher price in the market than any other coal, being nearer to tide water than any other producer, and having a canal which cost you nothing to operate except in operating expenses, the best that you could do was to get fifteen cents a ton profit out of that coal without any profit on your canal and without any allowance for the interest on the cost of the investment?—A. We shall do very well if we get fifteen cents.

Q. In the examination of the Attorney-General you were asked a question in reference to a report which was made by you in the year 1880 in reference to the lands of the Philadelphia and Reading Coal and Iron Company. In that report did you not estimate the value based upon the probable output at a probable profit of thirty cents a ton?—A. I did.

Q. And yet, the best the Lehigh Coal and Navigation Company has been able to do is to make a profit of less than fifteen cents a ton?—A. I suppose that is what the accounts will show. Of course, the accounts are not closed for the year, but that is my estimate of what they will show.

Q. It is also alleged in this bill that the combination has discriminated against the consumers of coal residing or doing business within this Commonwealth. How have the prices to consumers within Pennsylvania compared with prices to people outside, during the year 1886, as compared with the previous years? Has the coal at competitive points ever so nearly kept up to the line trade as during the year 1886?—A. My intimate knowledge of the prices in this part of Pennsylvania does not extend back any considerable length of time. Certainly, so far as our own, the Lehigh Coal and Navigation Company's business is concerned, during the five years I have been connected with it as president, there has been a steady lowering of

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the price of coal in Philadelphia and the immediate neighborhood where we sell coal.

Q. And along the line trade in the Lehigh Valley and elsewhere?—A. Yes, sir.

Q. What is the capacity of the stocking grounds at tide water and other shipping points in this country?—A. At the tide-water shipping points as nearly as can be 1,000,000 tons.

Q. And all other points of stocking, about how much?—A. That I am not informed upon. I should guess not over a half million.

Q. That would include the shipping points of Buffalo, Chicago, Duluth, and other points on the lakes?—A. And also, I think, the stocking ground in the interior. It certainly would include all the stocking points on the lakes.

Q. What is the expense and loss from stocking coal and then picking it up again for shipment?—A. It is usually estimated at 25 cents a ton. I think that may perhaps be excessive. It certainly is 20 cents a ton. There is considerable breakage in dumping the coal, for it has usually to fall from 10 to 30 feet, and when the stocking grounds become at all full it has to be wheeled at a great expense from where it is dumped to a distance to allow other coal to be dumped, and when it is picked up it has to be screened, in which there is a great deal of loss, and the coal, if it remains stocked for any considerable length of time becomes deteriorated, perhaps not in actual value, but in salability, because it is apt to become discolored. It loses its brightness.

Q. What length of time, if all the mines were running full, would it take to fill all the stocking room of which you have knowledge throughout the country?—A. If all the coal sent from the mines were stocked, the stocking grounds would not hold two weeks' coal.

Q. Suppose that there was then no regulation of the trade at all, and that all producers worked away as hard as they could, what would be the result?—A. The result would be that immediately the railroads would begin to block with loaded cars; as our own road does when the ports before filled up, we have to use to a very considerable extent our second track for standing cars, which greatly increases the expense of handling our business, and increases the danger to the public by rounding coal trains, going off one track to another, running down trains on the uptrack, etc.

Q. Is it possible to induce the trade to take the coal in regular monthly allotments during the year?—A. Not at all.

Q. Please explain the difficulties in that respect, in the way of closing of navigation in the winter months, and the like?—A. I think perhaps as good an illustrative instance as I can give is that of the ordinary manufacturer in New England, a man who will take possibly 3,000 tons of coal a month. To attempt to stock coal in advance of his wants will require him probably to store 10,000 or 15,000 tons of coal in the fall, not being able to get it by water during the time which the ports are frozen. The cost of stocking that coal and picking it up again will be, at 20 cents a ton, not less than $3,000. As these manufacturers are usually situated in the cities, where ground is very valuable, and as it probably would require an acre

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of ground to stock 20,000 tons of coal at a reasonable height, the cost of procuring the ground and the cost of putting up the trestling and machinery to hoist his coal, and the interest that he has to expend on the coal that he has bought several months before he will use it, is a very serious item. We have usually in managing the coal trade attempted to induce manufacturers to take their coal early in the year in order to keep our mines running steadily, because by running them steadily we can run them more cheaply. For a number of years past the tendency has become more marked, which shows itself in all businesses, to make the producer carry the stock for the consumer who refuses to carry it. That has resulted in a large trade by rail to New England. All manufacturers who can take the coal that way take it as they want it. They order the coal that they expect to need a few days hence and are sure of getting it, and utterly refuse to make any arrangements to take their coal steadily. We have to produce the coal more and more each year as it is wanted. We can not look more than ten days ahead. If the market does not want it to-day what it does not want must be stored until it does want it.

Q. Notwithstanding, however, the increased means of communication by rail to the interior points, there is, is there not, a variation in the amount which the market will take during the different months of the year?—A. Yes, sir; a very great difference.

Q. Can you give the figures which will illustrate the amount that you are able to ship in the months of the largest output and in those of the restricted output?—A. Taking the years 1882 to 1885, inclusive, the monthly demand for the three months, January to March, inclusive, was 1,974,000 tons. Those are the months of the smallest demand. In the three months, September to November, inclusive, which are the months of largest demand, the market has required in the same years an average of 3,110,000 tons, showing that in the three fall months the market requires per month 1,126,000 tons, or about 75 per cent more than it does in the three winter months.

Q. In speaking then of the restriction of the production during certain seasons of the year, is that a restriction which is made artificially by the action of the producers, or a natural one which is compelled by the action of the consumer?—A. It is absolutely compelled by the action of the consumer.

Q. Would it be possible for the companies during those dull months of the year to produce as much as during the full months of the year? I mean physically possible?—A. It would be physically impossible because the stocking ground would become filled. It would become filled probably if we were to run a week beyond the time when we should wisely stop. After that the cars would become filled, and it would be impossible to mine any more coal at all. The stopping is absolutely necessary. In producing cotton goods or many other things you could store them, but coal is produced at so very small a margin of profit that it is impossible to store it.

Q. The manufacturer of steel rails can store his product without expense and without any deterioration?—A. Without any deterioration, and with but small expense. A manufacturer of steel rails

is doing a very large business if he can produce 500 tons a day. The Lehigh Coal and Navigation Company, when it is running full, produces 5,000 tons a day, and it is not one of the largest producers.

Q. It soon ceases to be a question of expense, and becomes one of physical capacity?—A. It is a physical impossibility to go beyond a certain point.

Q. Was it with reference to this condition of the market that the allotment was made in the beginning of the year 1885, in anticipation of what the market would probably take?—A. It was.

Q. And in 1886, you had your monthly meetings at which, in addition to these tables you had information of what the condition of the market was likely to be for the ensuing month, and in that way you made the allotment?—A. Yes, sir.

Q. The charge is made that there was a restriction of the output, and, impliedly, that the restriction was below the requirements of the market. Was that true in point of fact?—A. Not at all. There has always been, at all times, in the last two years, a considerable quantity of coal in the market that we could not sell.

Q. Further than that, how did the system which you have pursued as to regulating your effective capacity of production to answer the requirement of the market correspond to the condition of your mines in former years when you ran from a period of scarcity to one of surplus, or vice versa? My question is, what was the effective capacity of your mines during all this time?—A. The effective capacity of the mines has been at all times in excess of the absolute demand of the market for any year. It has not been in excess of the demands of the market for special months. At times, though running full, and producing all the coal that we could, we had to draw on the accumulated stocks.

Q. But during the months when you were stopping from week to week, and producing no more than the market wanted, what was your condition then, during the dull months of the year, as to ability to produce?—A. We never restricted our ability to produce. We were ready to respond to any increased demand the market might make.

Q. Within a week you could have satisfied any requirements?—A. Yes, sir. I will say that in the practical working of the coal trade, in the last two years, whenever any interest found that its special market did demand that increase, they did increase the amount of coal, whether it was included in this allotment or not. As for instance, the Delaware, Lackawanna and Western Railroad Company, in March, I think, of 1885, finding a demand in the interior of New York State, kept on producing until the demand was supplied.

Q. How is it in regard to the cheapness of production? Is it possible to mine the coal and produce it at a minimum cost, except the trade is regulated in some intelligent manner such as you have attempted to secure during the last two years?—A. It is exceedingly necessary—absolutely necessary—in order to produce coal economically, that there shall be as regular as possible a working. The state of things existing prior to 1885, which the arrangement of the last two years was intended to obviate, was a periodical rushing of all

the coal to the market we could, and a periodical stopping, which so greatly increased our cost of working that it was felt to be an absolutely needed economy—an economy that we must make—to get into a more intelligent and more regular system of work, and the result was shown, so far as the Lehigh Coal and Navigation Company was concerned, that we were able to produce coal more cheaply in 1885 than we did in 1884.

Q. So far as you know, it is true of other companies?—A. I think it must be. We intelligently went into that system for the particular reason that it seems absurd to be keeping a large number of collieries open, manned with men and with mules, and with cars that we have had no special use for, and we thought that wise business management required that we should make up our minds, which is precisely what we did in the management of the Lehigh Coal and Navigation Company, how many collieries we would require to supply the maximum demand, and collieries that were not needed I did not work.

Q. In that way you were able to shut up certain of your collieries and produce from a less number?—A. That was done in several cases. It was done in the Reading Company. I think in 1885 the Lehigh Coal and Navigation Company did not do that. They did in 1878 under similar circumstances. Every prudent manager would have made up his mind how many collieries he needed for his maximum output and would have temporarily laid aside those that could not stand most cheaply and that were least remunerative in working.

Q. Paying the wages that you did would it have been possible to have produced the coal at the rate it has been sold for in 1886, if you had not had such an intelligent arrangement as you had?—A. No, sir; it would not. Our workmen had become very restive under the plan of frequent stoppings and we felt that to increase their earnings and to make them more contented it was desirable to work more regularly. The result of our regulation was, that whereas the rate of wages was 10 per cent lower in 1885 that it was in 1884, our men per capita made larger earnings on account of the more regular and steady system of working.

Q. The allegation, then, in the Commonwealth's bill that by ordering suspension of mines it has caused a large number of workingmen to remain idle a considerable part of the year is not true, if by that it be meant that they were idle longer in consequence of this regulation than they would have been without it?—A. I think exactly the reverse is the truth; that the men were better employed than they were in previous years.

Q. How are the wages of the miners regulated in the anthracite coal region?—A. In various ways. In the Lehigh region, in which the Lehigh Coal and Navigation Company's mines are situated, they are based on a percentage of the price of coal.

Q. That is, throughout the region they are paid a percentage on the selling price of coal?—A. That was in the Lehigh region and in the Schuylkill region, but not in the Wyoming region.

Q. What was the means of restriction in use in former days put in force by the workmen themselves?—A. Some years ago, when they thought they could manage the coal trade better than the owners,

whenever the price of coal went to a point that did not pay them sufficient wages they struck, and laid the mines idle sometimes as much as six months.

Q. What was the result of those strikes?—A. The result, as far as the price of coal was concerned, was that the coal would generally go quite low, necessitating the reduction of the wages, then the strike, and then about the time of the resumption of the work sometimes it would have nearly doubled from the lowest point. I mean now the price of coal at the point of production. There were fluctuations in the price and misery among the men and discontent and constant warfare, whereas under the system we are at present working, so far as our own affairs are concerned, it is the testimony of everybody connected with the mines that the men under great pressure from the outside, have shown that they are practically very well contented. They think they are receiving as large proportion of the remuneration that we get from selling the coal as can be afforded. They feel that they are partners in the business and are willing to a very great degree to share in its reverses and in its profits.

Q. Had you any intimations from any of them as to what would be done in case you did not attempt to control the trade yourself?—A. I was asked to meet a committee of our miners, I think, in September or October of this year. They complained that their wages were not sufficient. I told them that they were all that we could possibly afford to pay; that the coal business was exceedingly unremunerative; that we were managing to the best of our ability; that we hoped for better prices, but could not guarantee them; the lower price in the coal region was only a part of the general reduction and depression of prices all over this country, and all over the world; that as they knew under the system that they had been working under for ten years, whenever the price of coal raised their wages would raise, and some of them said that they thought as we could not get the price of coal higher as the price of coal had been dropping, it was time they took matters in their own hands. I told them I thought it was well for them to consider whether the system under which they had worked for ten years, which certainly had brought very large prosperity to them, as is shown by the comforts of their lives, was not better than a state of war, and whether on the whole they had not been very much more prosperous in the last ten years than they had been in the preceding years, including the years of strikes. After an hour and a half's talk they seemed to think it was wise in them to continue to work, and they have continued to work ever since. Since that time, probably about four months ago, their wages have gone up, on account of the advance in the price of coal, about 2 per cent.

Q. Give us the average rate of wages a year paid to your miners.—A. I can not without some examination. Our miners, I think, in ordinary months will average about $70 a month. Some miners will make over $100. I think the average per working day was not far from $2.50.

Q. The miner employs a helper, who gets less?—A. In many cases. The helper gets about two dollars a day.

Mr. CASSIDY. I suppose as Mr. Harris says some earn over $100, he will probably tell us how little some earn, so as to give us an idea how he makes the average.

The WITNESS. Of course, there are cases among miners, as well as in all trades, where unskilled men will make low earnings. The rule we use, and it is a very common rule throughout the coal region, where the men working in a particular locality or particular gangway, for instance, where there may be a dozen of them working together, average for any considerable time less than $2.50, they call attention to the fact and it is investigated, and if, as very frequently found to be the case, there is rock in the gangway, or slate, or some reason that makes it more difficult to work, an allowance is made there until the difficulty is passed.

My own rule, when I was in charge some years ago at the mines, was this: I told the men that whenever there was reason to think that they were not getting an adequate return for their work, if they would notify their boss it would come to me. I told them to go on working, there was no necessity for stopping at all, and I would have the matter investigated. The first thing I directed the bosses' attention to was whether the men were doing honest work, or whether they were shirking, and we would sometimes keep up the investigation for two or three months. It was always understood that if I found their complaint well founded the advance in the price should date back to the time at which they called attention to it. I suppose in one case out of four I made an advance; in the others I declined to make an advance—said they were not entitled to it, and, without exception during that time—the time I was there—the men were satisfied with whatever I decided.

By Mr. DICKINSON:

Q. Was that in the Lehigh?—A. That was in the Lehigh.

Q. That was when you were acting as consulting engineer?—A. That was the time I was superintendent and engineer. That is the general way of working in the region.

Q. Can you, without too much trouble, give us a statement of the earnings—the two extremes, the lowest and the highest, and the average—at our next meeting?—A. Yes, sir; I can. I do not think I can at the next meeting, but I can before long.

Mr. DICKINSON. I suggest that Mr. Harris furnish before the hearing closes the highest and lowest wages paid and the average per month for the year 1886.

Q. In the case of the Lehigh Coal and Navigation Company, you have a beneficial association to which the company contributes, do you not?—A. Yes, sir.

Q. What is the amount of that fund now?—A. I should suppose it was about $20,000.

Q. It has been in operation about four or five years, has it not?—A. Yes, sir; three years, I think—three or four years.

Q. You were asked a question—whether or not it might be possible for the carrying companies to enforce an agreement to restrict by refusing cars. I think you answered it, but I will repeat the question.

Did you ever know of any suggestion of that kind being made?—A. No, sir.

Q. You were in error a moment ago, I think you will see, if you will look at the minutes on page 38 of your former testimony, in reference to the individual operators on the Pennsylvania Railroad Company. You said a moment ago these persons assumed to represent the particular individuals. Is that true?—A. My recollection of my answer is, I said the meeting supposed that they did.

Q. You state on page 38 in the case of the individual producers they disclaimed the right?—A. At the meeting in 1886 Mr. Roberts, for the Pennsylvania Railroad Company, did disclaim any representation of the individual operators and spoke only for the Pennsylvania Railroad Company's own collieries.

Q. And afterwards you were one of the committee to confer with the individual operators, I think?—A. I was.

Q. While the result of this regulation of the trade has been to enable you to produce more cheaply, and you have in point of fact sold more cheaply than ever before, is it possible, in your judgment as an expert in this business, to restore, or is it contemplated to restore, the high prices of the past?—A. I think it is utterly impossible. We have felt for years that there was a constant varying consumption as between anthracite and bituminous; that whenever prices of anthracite became high bituminous coal made inroads on our trade, as was done to a great extent in the few years before 1885, and that when the prices were low we would regain our trade, as was done in the years 1885 and 1886. We have during those years regained a considerable amount of trade. A considerable part of the manufacturers that used bituminous before those years are now using anthracite on account of its greater cheapness.

Q. What new fields of bituminous coal have been brought into competition and made tributary to the New York and New England markets within the last two years?—A. The bituminous coal fields of southwest Virginia have come into the market for the first time in the last two years, and the bituminous coal fields of northwestern Pennsylvania have during that time begun to ship for the first time to New York.

Q. With what result to the companies in northwestern Pennsylvania that have engaged in the business?—A. So far as I know, and my knowledge comes from being a director in one of those companies, it has been ruinous. The companies have largely become bankrupt.

Q. Two of them have been in the hands of receivers and are at the present time?—A. Two of them are in the hands of receivers at the present time.

Q. How does the competition of manufactures in other parts of the country, where cheap fuel is obtained, affect your manufactures?—A. In the neighborhood of Pittsburg, where bituminous coal is very cheap, it being mined at very much less cost than anthracite, and there being but little transportation to pay on it, and where in the last year or two natural gas has made still cheaper fuel, and in the South, where bituminous coal can be mined very cheaply, iron, which is one of the commodities into the making of which anthracite coal

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enters largely, is produced so largely that it has very seriously injured our trade, and it has been a great problem with all anthracite producers how we should accommodate ourselves to the circumstances, and we have had to reduce the price of coal on that account.

Q. Your consumers are constantly bringing these facts to your attention and claiming and receiving considerable at your hands in consequence of the competition located in the South and West?—A. They are. We have felt it was very important to all our interests to preserve the industries in the anthracite region, not only on account of the trade that it gave us in iron and coal and other minerals, but on account of the large population that was located there. If we did not make concession in the price of coal, we felt that the population would necessarily be driven away.

Q. Is it then your views that the tendency to lower prices is one to which you are endeavoring to accommodate yourselves in securing a reduced cost of production?—A. That has been the object of our action recently. We knew that low prices had come to stay, and we must prepare ourselves to produce more cheaply or to be driven out of the field.

Q. Is there anyone who has anything like the same interest in a large production that the producer and transporter has?—A. No. Almost all the roads that are engaged in transporting anthracite coal know that that is the most considerable part of their business, and they can transport most cheaply if they have a large amount to transport, and as to the producers of coal it makes a very serious difference. At our own mines we can produce coal 30 or 40 cents a ton cheaper if we are running full than if we are running to only half our capacity. That makes a constant and very strong tendency on the part of all producers to produce every ton that they can possibly market, and it brings about, of course, concessions in price wherever a concession in price will permit us to increase rather than restrict our production.

Q. What has been the tendency in the last few years in the way of manufacturing development in the Lehigh and Wyoming valleys?—A. There has been a very considerable development, especially in the Wyoming Valley. The parties who were engaged in producing coal there have very largely called attention to the fact that there was a great amount of fuel there that was very fair fuel, but it could not be sold at distant points at prices that were remunerative, and they have made great efforts to have manufacturers come and locate in the region of these coal banks, where the cost of fuel is trifling. We all look to the development of that movement with great interest, and we hope by selling what is now largely a waste product we shall be able to recoup ourselves from the loss on account of the falling prices of coal.

Q. At what price are you now delivering this pea and dust for steam purposes, say, in Wilkesbarre?—A. I don't know what price coal is being sold in Wilkesbarre for. Much of that coal that is sent forward does not realize more than 25 cents a ton. I should suppose that a manufacturer would receive as an inducement to locate almost anywhere in the coal region a promise for years to come of that fuel at not over 25 cents a ton, which is probably a dollar less than the cost of production.

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Q. Please begin at the beginning and tell us how much material you have to have quarried and blasted out of the mines in one of the Lehigh mines and have raised to the surface in order to put a ton of egg or stove coal in the car.—A. I understand your question to refer to the whole waste.

Q. The whole waste. My object is to show how much labor is involved in producing, and how much has to be raised from the ground.—A. The estimate is often made in the Schuylkill and Lehigh regions (I should not say the Lehigh region, for that expression rather refers to the region about Hazleton), but in the Schuylkill region and our part of the Lehigh region, the estimate is often made that 2 tons of material are hoisted for every ton that goes to market. I think myself that estimate is rather excessive, particularly of late years, when we have marked increased quantities of small coal. I should imagine that 150 tons are raised for every 100 tons that go to market. That waste product, much of which is mud, has to be very carefully separated by screening and washing and rescreening and by a mode of handling by mechanical separators and by boys and men picking the impurities out, and some money is spent in throwing it away and getting it onto the refuse heaps.

Q. You also throw away a large amount of rock in the mine—in the breasts themselves?—A. Yes, sir.

Q. What proportion of that?—A. That varies very greatly. Possibly 25 per cent. That is so very varying a quantity that it is hard to state it with accuracy. In some mines in the region there is very little of that, and in other mines there is a very great deal of it. Our whole system of mining of late years, when we have got the business into more regular working, and when the coal fields have got very largely out of the hands of lessees and into the hands of owners of the lands, has been directed toward getting the largest possible product out of the mines themselves. I can best illustrate that, perhaps, by saying that in the last ten or twelve years the Lehigh Coal and Navigation Company is estimated to have produced 5,000,000 of tons of coal from lands that had been considered worked out twenty or thirty years ago.

Q. At that time the mines were worked by contract?—A. Yes, sir. Much of that has possibly been a little more expensive mining than it would be if we had mined fresh coal. It was known that these anthracite deposits would not last forever, that we could already see the time when the production from them would be diminishing, and we felt that it was a wise and desirable administration of that property to allow nothing to go to waste that could possibly be saved. The same is true with regard to the small coals. In the old days, when mines were worked more largely by lessees, in many cases they threw away this coal rather than pay royalty on it, and now we consider that if we can not get 50 cents a ton for this small coal if we can get 15 cents or 10 cents or anything it is better to do that than to throw it away. So we are attempting to economize the resources of that region, and make the property last as long as we can. The same feeling in other cases has led to the removing of large amounts of earth from the surface, in some cases running as

high as 50 feet of earth and rock from the surface, so that the coal can all be taken out cleanly. I think it is now generally estimated that the anthracite lands can be brought up to a larger production per annum than was thought possible five or ten years ago, when these small coals were not marketed, and when these worked-out lands were supposed to be finally exhausted.

Q. I think in 1880 you estimated that the maximum capacity of production would not exceed 35,000,000 tons?—A. I think it was about 38,000,000 tons. Perhaps you are right. I think I have taken about 37,000,000 tons as the maximum.

Q. Writing in 1880, your estimate was that you would not reach 32,000,000 tons before the year 1890, was it not?—A. Yes, sir.

Q. What was your exact estimate then of the probable output of the mines in the year 1890?—A. 31,759,000 tons.

Q. While the present management has led to the economizing of coal, and to securing all that it is possible out of the ground, how is it with regard to the preparation of coal sent to market? How does that compare with the preparation in years of alternate glut and scarcity?—A. In years of alternate glut and scarcity anything was taken as coal, and during strikes, which characterized those years of alternate glut and scarcity, the most inferior and impure coal could be marketed at very high prices. Now we find an increasingly fastidious market, and we have constantly to expend more care and money in preparing coal, and I shall imagine that the testimony of anybody who had been handling coal for ten or fifteen years would be that there was, on the whole, a steadily increasing care in preparation and the products sent to market in better condition.

Q. What is the cost of a first-class colliery in the Lehigh or Wyoming region with a capacity of from 150,000 to 200,000 tons a year?—A. We find as the result of a series of years that we must have an investment of about $2.50 in a colliery for each ton of capacity. To get a colliery ready to produce 100,000 tons of coal a year, we would invest about $250,000. I suppose in the average of the whole anthracite region that price would be less, but I think that taking the region through it would probably cost about $200,000 to open and equip and get ready a colliery for producing 100,000 tons a year.

Q. Comparisons are sometimes instituted between the price of coal to-day and before the war. How does the cost of mining to-day compare with the old minings, where the drifts were put in above water level?—A. The cost is enormously greater. In the older parts of the region I should suppose the mines on an average would be perhaps 400 feet deeper than they were before the war. At such depths there is a very great pressure, a pressure of all the superincumbent rock and loose strata, brought on the openings of mines, requiring very heavy timber and constant replacing of timber, the bills for mine timber amounting, I should think, to 10, or 15, or 20 cents a ton for the coal produced.

Q. Taking that item alone, how do the supplies of mine timber now contrast with what you have before the war?—A. Before the war timber was very largely brought from the immediate vicinity of the collieries, hauled in by teams. Now our timber is very largely

brought from beyond the Susquehanna. I think the timber that the Lehigh Coal and Navigation Company use is hauled on the average of probably 100 miles by rail.

Q. How does the price per acre of timber land 1860 compare with the price to-day?—A. There must be a very material increase, but as to what the figures are I do not know. The chief change I imagine is that there is no timber land, no land capable of producing large mine timber, in the immediate vicinity of the collieries. The timber lands west of the Susquehanna may not be much higher now or any higher than timber lands in the Schuylkill were before the war.

Q. Please explain the system of sinking shafts, the number of shafts required, the cost of machinery, the cost of pumping machinery and hoisting machinery, and the improved character of breakers and screens which are now insisted upon.—A. Before the war much of the coal was mined from what is technically known as above water level. The drifts were driven into the ends of hills, and the roads by which the coal was brought out were driven at a slightly ascending grade so that all the water drained out of the mines. There was no expense of raising water, as a rule. Now water has to be raised from depths varying from 300 to 1,000 feet, and in very large quantities. I know of one colliery where the pumping capacity is 2,000 gallons per minute. The water there has to be raised 1,000 feet and with that pumping plant, which perhaps cost $75,000, the mines are often drowned. The large taking of material from the interior of the mines has broken the surface very largely, and water can not be prevented in the spring and fall and during the winter from getting into the mines in such great quantities that it very frequently causes cessation of mining, all the steam at the colliery being required to pump, and very often, as was particularly the case last winter, mines are laid idle for from a week to a month or three months or six months by the great surplus of water.

By Mr. CASSIDY:

Q. There I suppose the question of pumpage also enters into the question of cost?—A. Yes, sir.

Q. I want you as you go along to give us that. You have given us the cost of the timber, and as you go along give the others.—A. Of course I want to make my testimony as accurate as I can. That would be so constantly a varying quantity that I would rather at the end of this part of my testimony state the aggregate. No two mines are the same about those things. I stated how much timber has cost. I happened a few years ago to have had our bills of timber footed up for the year to see what they were costing. The opening of collieries before the war was inexpensive. I know of one colliery during the war that was opened and shipping remuneratively without a cent of cost; a very fine colliery. The coal produced in opening the colliery paid for the whole cost of it. A colliery then could be opened in six months, and sometimes in less time. Now on the Lehigh Company's property we have been sinking two shafts each about 1,000 feet deep. We have been three years at work sinking the shafts and driving the tunnels, and opening the collieries, and we

will spend another year before we can get coal enough to make the collieries pay. I suppose the total increase in the cost of coal at the breaker since the time before the war might roughly be stated at from 50 to 75 cents. The cost of maintaining the mines, doing the pumping, and doing all the work that is not dependent directly upon the production of coal of the Lehigh Company's property is over $30,000 a month, and I should think $25,000 of that is cost that has been incurred from the mines being deeper and more expensive to open and to work, and in what I am stating I am taking no account whatever of the interest on the investment, but simply the actual cost on the monthly pay roll.

Q. You do not say how much per ton that would cost?—A. That depends on the output. Taking our own collieries where we are producing 50,000 tons a month, that would be about 60 cents a ton on the cost of the coal. Where we are producing 100,000 tons a month, it would be 30 cents a ton on the cost of the coal. Another item which I have not touched on, I think, is wages, which are probably from 33 to 50 per cent higher than they were before the war. They enter very largely into the cost. They are the principal item in the cost of the production of coal. We estimated some years ago that our wages were, I think, six-sevenths. I think the amount paid in wages was about six-sevenths of the whole cost of producing coal. I think I can refer to that. Yes, our wages paid were almost exactly six-sevenths of the whole cost of producing the coal.

By Mr. DICKSON:

Q. For what year?—A. That is a general statement. It was for the year 1877. It is an old estimate, but it does not very much differ from year to year.

Q. In order to start a colliery, then, with a capacity of 100,000 tons a year, you would have to spend about $250,000?—A. Yes, sir; that is entirely independent of the cost of the land.

Q. And it would require from two to three years to get it in operation?—A. Yes, sir.

Q. What amount of territory can such a colliery exhaust?—A. Since collieries have become more costly to open, there has been a constant tendency to allow to each of them a larger territory, and we would now set aside for a large colliery perhaps 200 acres of land.

Q. For a colliery with a capacity of 100,000 tons?—A. Well, our collieries have mostly a larger capacity.

Q. I want to take the actual figures, such as you actually would have in practice. A colliery to which you would give 200 acres would cost $50,000 more; would it not? that would have a capacity of 150,000 tons a year?—A. Yes, sir. A colliery with a capacity of 150,000 tons, which would be such a colliery as we would open now, would cost, on the same basis, about $375,000, and would perhaps have allotted to it 200 acres of land.

Q. How long would it take it to exhaust 200 acres of land?—A. You are referring now, I take it, to our lands, are you not, because the thickness of coal varies very greatly?

Q. Yes.—A. From thirty to forty years.

Q. At the expiration of that time of what value would the plant which had cost you $375,000 be?—A. From $25,000 to $50,000 as a maximum.

Q. The shaft would be a hole in the ground?—A. Yes, sir. There would be no value left there except the machinery.

Q. In order then to get at the real cost to the unfortunate operator, it would be necessary, would it not, to charge off a sinking fund every year so as to get back that $325,000?—A. We have found it necessary in our own accounting, in order to prevent the amount charged against improvements from becoming greater than $2.50 a ton to charge off every year for depreciation of improvements an amount varying from $75,000 to $90,000. By that amount we consider that the improvements are actually becoming deteriorated each year.

Q. Your machinery and breaker of course being equally worthless?—A. Yes, sir. As a rule an old breaker will not more than pay to take down. The machinery becomes so very much rusted by the acid in the mine and water that it becomes absolutely worthless. Much of it is absolutely worthless for any purpose. The timber decays very rapidly in the same way.

Q. Can you give the elements of the cost of mining coal and say how much is paid for labor, and how much in the nature of fixed charges, etc.? What did your coal cost in the cars for the years 1885 and 1886?—A. That I don't happen to have. I can give it, possibly. As nearly as I remember our coal in 1885 cost about $1.35 in the cars.

By Mr. CASSIDY:

Q. By that do you mean the mere labor in the mine?—A. Yes, sir.

Q. One dollar and thirty-five cents per ton?—A. Yes, sir, and the supply of timber necessary.

Q. I thought Mr. Dickson's question had reference to the items that made up that?—A. No; that is the aggregate.

By Mr. DICKSON:

Q. What does that $1.35 consist of; how is it made up?—A. I do not know to what items of cost you are referring.

Q. Everything. I suppose you paid six-sevenths of that to the workmen, the miners, did you not?—A. About six-sevenths, yes, sir. Dividing it on that line, I should imagine that as between labor and supplies about one dollar and fifteen cents was the cost of what was paid for labor of all kinds and about twenty cents for supplies.

By Mr. CASSIDY:

Q. Do you say that one dollar and fifteen cents was for labor in the mine?—A. Yes, sir.

Q. Do you mean external labor? I mean labor in the mine.—A. No; I mean all labor; outside labor and mine labor.

By Mr. DICKSON:

Q. What proportion of that would be paid to the miner and how much would be the cost of putting the coal through the breaker?—A. I should suppose the labor of getting the coal to the top of the

shaft, what we would call the inside cost of all kinds, would be about eighty-five cents and the outside cost about thirty cents.

Q. And the remaining of the cost represents the supplies, etc.?—A. Timber and oil and sheet iron and lumber, and everything of that sort.

Q. How do the rates of transportation compare with those of former years?—A. How far back?

By Mr. CASSIDY:

Q. Would the eighty-five cents, the thirty cents, and the twenty cents combine everything making up the cost until the car is absolutely ready to start?

Mr. DICKSON. Yes.

The WITNESS. The cost of pumping comes into the inside cost.

By Mr. CASSIDY:

Q. That is in the eighty-five cents, then?—A. That is in the eighty-five cents—so much as has been done inside. The pumping itself and repairs of the pump and the packing of the pump belong to the inside cost, and the producing of steam, which is done outside, belongs to the outside cost. The steam is produced outside and sent down to the mine where the pumping is done.

Q. I only want to know whether those three amounts cover all that is chargeable to the account or labor of production?—A. They cover everything. It is understood that I am speaking of approximate figures, and not actual figures.

By Mr. DICKSON:

Q. Are you referring to a month when you were running full?—A. This is the average for the year 1885.

Q. In that estimate of one dollar and thirty-five cents do you make any allowance for depreciation?—A. None.

Q. You make no allowance for interest on capital?—A. None.

Q. And no allowance for coal in the ground?—A. None. This estimate is made up from the actual cost from our pay rolls and our monthly bills.

Q. These figures which you have given, I understand, are the actual results reached in your mines for what year?—A. For the year 1885.

By Mr. CASSIDY:

Q. Does it include the support of animals underground—mules, for example?—A. Yes, sir.

By Mr. DICKSON:

Q. Does that cover the new mules, and so on?—A. No; it does not. We do not charge our mules in that way. That comes in the settlement of the accounts at the end of the year. The mules we buy are charged up to equipment, and they come into the cost at the end of the year as depreciation in equipment. If we had $50,000 worth of mules during the year, and bought $10,000 worth, making $60,000, and found that our mules were only worth $40,000, at the end of the

year we would charge $20,000 to depreciation of equipment, and that would go into the cost of coal. This is a statement made up from the monthly pay roll.

By Mr. CASSIDY:

Q. Does this one dollar and thirty-five cents include other items of supplies?—A. Yes, sir; but it would not include such items as mine cars, which are charged as equipment and not charged to the balance as depreciation of equipment at the end of the year. This is simply a monthly running current account, and if I had one of our annual reports here I could give what it actually footed up at the end of the year.

Mr. DICKSON. We will produce an annual report as part of Mr. Harris's testimony.

By Mr. DICKSON:

Q. I began to ask you a moment ago about how the rates of transportation compared with those of former years.—A. The rates of transportation have fallen steadily for the last four years, and I think were lower on the average in the year 1886 than they have been in any year since 1879.

Q. Were they permanently lower in 1879, and for more than the one year?—A. No; they rose considerably in 1880. They were high in 1878, low in 1879, high in 1880, and I think then, as far as my recollection serves, that they slowly advanced to 1883, which, on the average, was the highest. Since then they have been steadily declining.

Q. How was it on the canal?—A. The rates on the canal necessarily follow about the same rule. Of course, they are necessarily governed by the railroad rates. The rates on the canal are generally a little lower than on the railroad, but follow the rail rates up and down.

Q. Was not the Lehigh Canal at one time very profitable?—A. Yes, sir; to go back twenty years the rates of transportation have very materially fallen. The Lehigh Canal netted a very large amount of money fifteen to twenty years ago from transportation.

Q. Do you recollect the rate at which the New Jersey Central agreed to operate it?—A. What they agreed to pay for it?

Q. Yes.—A. It agreed to pay $200,000 a year for it.

Q. And that contract it threw up in the year 1877?—A. That contract it threw up in the year 1877.

Q. At the time that contract was made it was not regarded as an excessive rate?—A. I suppose not. It must have been satisfactory to the contracting parties.

Q. And instead of a revenue of $200,000 a year in 1876, you get $25,000 in the year 1886?—A. I estimate that we shall get $25,000 from transportation.

Q. Instead of $200,000 in the year 1876?—A. Yes, sir.

Q. Of course, there have been corresponding or greater reductions in the transportation of bituminous coal and those reductions have been rendered possible by the introduction of the steel rail and the 20 and 30 ton car, have they not?—A. Yes, sir; they have very considerably decreased the cost of doing the work.

Q. Do those causes operate to the same extent on a comparatively short haul, such as you have from the anthracite fields to the tide water, as they would upon the longer haul from the bituminous coal fields?—A. No; there is a larger part of the time that the equipment is unemployed in the shorter haul than in the longer, and much bituminous coal is shipped in cars which have a back loading. Anthracite is shipped almost wholly in cars that have no back loading, having to be taken back empty.

Q. How about the constant expense of loading and unloading?—A. Well, the loading and unloading are the same, no matter what the length of the haul is.

Q. Do they not bear a large proportion to the actual cost of transportation?—A. Yes, sir; the cost of unloading coal, the cost of wharfage, and shipping amounts to twenty or twenty-five cents a ton.

Q. Do you recollect the length of time that it takes a train to go from the Wyoming mines to tide water and back?—A. In months of activity the cars go to the mines and return about four times in a month, on the average. That is, in times of activity when the equipment is being used to the best advantage the cars go to the shipping ports and return about four times in a month.

By Mr. GENDELL:

Q. On what system?—A. On the Central Railroad.

Q. From your collieries or from the Wyoming region?—A. From the whole system. Well, possibly, from our collieries it would be six days, and from the Wyoming eight days. It would average about a week.

By Mr. DICKSON:

Q. Would the cost of transportation be materially enhanced if you had to haul a hundred miles farther?—A. Not in the same proportion. A hundred miles farther would mean added to that seven days about twelve hours.

Q. The trains running down hill from Penobscot to Phillipsburg run about twelve miles an hour?—A. Average about twelve miles an hour.

By Mr. GENDELL:

Q. One hundred miles each way?—A. Yes, sir.

Q. Does this running of the trains backward and forward mean a specific train with an engine, or does it mean the cars going to the colliery, including the delay at the colliery and the standing at the yards and place of destination?—A. Certainly, it includes all the stoppages. I find that the average service of the coal car equipment on the Central Railroad of New Jersey, backward and forward from the mines, is about four times a month.

Q. That does not include the engine?—A. No, sir.

Q. That is only the car?—A. That is only the car.

By Mr. DICKSON:

Q. Looking to the interests of the citizens of Pennsylvania who are consumers of anthracite coal, in your judgment have they been injured or benefited by the attempt to regulate the trade in an intel-

ligent manner?—A. I think they have been very materially benefited. The regulation of trade in the last two years certainly has enabled us to produce coal very considerably cheaper, and the consumer has got all of that benefit and more too. We make less with the better regulation of the trade than we did before; that is, we retain a less part of the profit ourselves.

Q. And how is it as compared with the consumer outside of the State? In case of unregulated production and the glut at the point of competition who is it that gets the benefit of the sacrifice?—A. Where there was a glut in the market and a quantity of coal had to be forced on the market, the consumer in what we call our "line market," a market within a hundred miles of the mines, as a rule has only one means of getting his coal. To parties, therefore, within a hundred miles of the mines, as a rule there would be no change made in the price of coal. The surplus would all be sent to the competitive points, New York and such other points, and be sold for what it would bring, because the price would be lowered, and of that lowered price the distant consumer would get the advantage.

Q. The result would then be that the people of New York and New England would get the benefit of the people of Pennsylvania being compelled to produce coal for less than the cost of production?—A. Undoubtedly.

Q. Have you prepared an affidavit in answer to the allegations of the Commonwealth's bill, in which you have stated formally and carefully your views in reference to this subject?—A. I have.

Q. Will you please read that, if it does give such a correct statement, as a part of your testimony?

(Objected to.)

Q. Can you give us the amounts of coal on hand at the shipping points from the years 1883, 1884, 1885, and 1886?—A. In 1883 the stock of coal at the shipping points varied from 502,159 tons to 748,330 tons. In 1884 it varied from 588,229 tons to 885,715 tons. In 1885 it ranged from 420,564 tons to 988,782 tons, and in 1886 from 393,202 tons to 996,946 tons. So that the average stock unsold has not diminished in the last two years.

Q. In view of the cost of stocking and of the waste by depreciation, why did the companies keep stocking room at all?—A. The coal must be produced in certain sizes. When the smaller sizes are in demand they can not be produced, as a rule, without the larger sizes also, and the larger sizes must be stocked until there is sale for them. At different times of the year almost every size of coal is alternately ready of sale and slow of sale, so that at one time the market will not take the coal that is produced, and at other times it insists on having more than is produced. At one time it needs to be stocked and at another time there must be stock to draw from. That company manages its sales best which has the least coal stocked, and it is the constant effort to keep from stocking coal, but it is impossible in the management of the trade to avoid stocking.

Q. It is then to provide a place for the surplus coal to enable you to keep running?—A. Yes, sir.

Q. Reference has been made from time to time as to the system in force before the war. What was the result as far as private operating

was concerned in the old days?—A. The history of the coal trade in the old days was that on an average, and I speak now of the Schuylkill region, with which I was more familiar at that time, the whole crop of operators were cleaned out about once in ten years by bankruptcy. It was usually said in the Schuylkill region that only one man had ever through the course of years succeeded in mining coal—that is, had been steadily successful. That was a man named Johns, who lived at St. Clair. Others sold their collieries to advantage and in that way retired with moderate fortunes, but of the men who remained steadily in mining he was said to have been the only successful instance. A great number of them went into bankruptcy.

Mr. CASSIDY. That must be a remarkable business, considering the losses that are suffered in it.

The WITNESS. In answer to that I will say it had the fascination that all mining has, people being willing to undergo ruin, which was not only the ruin of themselves but also of their creditors, for the sake of the possibly very large profits. Large profits during the war demoralized the trade for many years afterwards. People were always looking for those large profits and expecting a time would come again when the profits would be large.

By Mr. GOWEN:

Q. The minutes of the various meetings which have been already given in evidence show that at meetings which were held in 1884 and 1885 Mr. F. B. Gowen was present as representing the Philadelphia and Reading interests and the Schuylkill individual operators?—A. Yes; at the meetings in December, 1884.

Q. You have already stated, I think, that it was the understanding of the meeting that those gentlemen represented the producing interests shipping over the various roads which they were accredited to at the time?—A. Yes, sir.

Q. Do you know whether Mr. Gowen was at that time an officer either of the Reading Railroad Company or of the Reading Coal and Iron Company?—A. I suppose he was not.

Q. You had no knowledge that he was of either company?—A. No.

Q. In 1886 Mr. Keim attended as representing the Philadelphia and Reading Railroad interests?—A. Yes, sir.

Q. Do you know whether at that time he was an officer of either of those companies, or do you not?—A. I can not say that I do.

Q. You do not know that he was?—A. I do not know that he was; no.

By Mr. GENDELL:

Q. He was a receiver of the road, was he?—A. He was a receiver of the road; yes, sir. Whether at that time he was president, or at what time his presidency ceased, I do not know. I do not recollect exactly.

Mr. GOWEN: In point of fact, Mr. Keim was not president in 1886.

By Mr. GENDELL:

Q. Mr. Dickson asked you a question in the early part of this examination which either stated or assumed that the only expense in connection with your canal is the operating expense. In point of fact,

there is a very considerable expense for maintenance and repair, is there not?—A. Unquestionably. But observe that the question and answer at that time, or at least my answer, brought out or intended to bring out this fact: That the movement of coal in many cases did not pay the operating expenses, not counting maintenance at all.

By Mr. DICKSON:

Q. And the canal itself was kept a highway, and the expense and maintenance of operation of the canal itself would not have been increased whether you had five times as many boats as you did have?—A. No, sir. To put it in another way that will make it a little more plain, we find that in attempting to ship coal from New York the amount we had to pay boatmen and the amount we had to pay the Delaware and Raritan Canal Company were more than we could get for transporting the coal, therefore we quit. A good deal of that coal we made 2 cents on, after paying boatmen, paying no lock tenders or maintenance of any kind, but simply after paying boatmen, and paying the Delaware and Raritan Canal, and a considerable amount we found we could not ship at all, and so we quit. As long as we were making anything we were willing to transport it, but when it cost us to pay tolls on the Delaware and Raritan Canal and the boatmen more money than we received for it, we stopped.

By Mr. GENDELL:

Q. Your canal stops at the Delaware River?—A. Our system of canals, the Lehigh Canal and the Delaware Division and the canals under our control, end at Bristol, on the Delaware River.

Q. You have no canal to New York or to the New York waters?—A. No, sir.

Q. You have no interest in the Delaware and Raritan Canal?—A. None whatever.

Q. Do not many of the boatmen own or hire their own boats?—A. Yes, sir.

Q. And pay toll for the privilege of passing on the canal?—A. Yes, sir. Let me think for a moment. I think that is not the case in the coal shipments. I think in the coal shipments we pay them a certain price for transporting that coal, and that covers the interest on their plant, including their horses and lines and their own wages. I do not think in that case any tolls are paid.

Q. The canal is very little used, except in the transportation of coal?—A. Very much used in the transportation of pig iron and direct supplies. I do not remember exactly. I should imagine that one-fifth, possibly, of the tonnage was of things other than coal.

Q. When I saw it there was very little.—A. I can explain that by saying that the ascending trade is largely on the lower part of the river; it is pig iron from furnaces on the lower part of the river, and merchandise, etc.

Q. There was also something said with regard to the reason for not transporting more coal through the canal. In point of fact, navigation, if that is a proper word to use with respect to a canal, is often stopped there by reason of the condition of the canal, is it not?—A. Not very often.

Q. Several months of the year the water is run out altogether, is it not?—A. For about four months there is no navigation at all—during the winter months.

Q. During the greater part of the summer of 1885 navigation was stopped by reason of an injury to the canal, was it not?—A. No, sir.

Q. How long was it stopped?—A. I do not think it was stopped at all. There was an injury on the Delaware division canal, but that simply necessitated our passing boats out of the canal at another point, New Hope.

Q. Is it not a fact that no boats went up and down for a considerable length of time during that summer?—A. I do not think so.

Q. Are you sure about that?—A. No, I am not sure; but I think it is so, however.

Q. The question was presented to me during that summer, during about three weeks only when I saw it.—A. Perhaps you are right. Perhaps I was thinking of 1884. There was a break in 1884. I speak under correction as to the year. There was a break in 1884, in which the circumstances were as I say. The break was below New Hope. I guess you are right; in 1885 there was a break above New Hope and it did stop navigation. I was thinking of 1884. I think it is likely you are right; navigation was stopped for about the time you speak of.

Q. I think you stated that there was no expense attending the organization of the anthracite combination?—A. I did.

Q. And that Mr. Jones received no salary?—A. No, sir; I did not state that he received no salary.

Q. No salary that you knew of?—A. No, sir.

Q. Is your recollection refreshed by the letters of June 29, 1885, and several letters of July 1 [same shown witness]?—A. My recollection is not changed. I do not know whether he was paid or not.

Q. Refer to your letter of July 1.—A. The Delaware, Lackawanna and Western Company and the Delaware and Hudson Company did pay Mr. Jones at that time.

Q. And there was a charge made, which was apportioned, whether paid or not, among the various parties?—A. Among the various parties; yes, sir. When I answered that question I did not know whether Mr. Jones had ever been paid for his services or not.

Q. But there was a charge made which was apportioned?—A. There was a charge made. Evidently, from this account, on one occasion there were two parties that paid. What was in my mind at the time was that one of the parties declined to pay, but what has ever been done about it since I do not know.

Q. Which party was that?—A. The Pennsylvania Railroad Company declined to pay.

Q. Have you any knowledge of any others that declined?—A. No. The matter never went through my hands after that. Whether Mr. Jones was paid or not I am absolutely without knowledge.

Q. Was there any other necessary expenses that you know of?—A. No; there were no other expenses.

Q. This is the only assessment at that time?—A. Do you mean in regard to Mr. Jones's expenses or other expenses?

Q. Either or both.—A. As you see, my recollection has not covered that. I did not remember that correspondence, but so far as I

know there were no other expenses during the time. The statement was made that Mr. Jones for many years had been keeping these statistics at the expense of the Reading Railroad Company. He had been the statistician of the coal trade at their sole expense. They paid him for whatever work was done, and that time it was paid him simply in respect to the coal trade, but whether any payments were made except those two I do not know. It was a matter that Mr. Jones dealt with himself, and I had nothing to do with it. For that reason it passed out of my memory.

By Mr. SNODGRASS:

Q. Why were these allotments of expense made to the railroad companies, which appeared to be carrying companies, rather than the producers?—A. They were simply matters of expense, and how they divided them or whether they did I do not know. They simply were the figureheads in all these matters.

Q. But the payments were made by the Delaware, Lackawanna and Western Railroad Company and the Delaware and Hudson Canal Company?—A. I do not know. Who they represented I do not know or what funds they were taken out of.

Q. You made some reference to the price of coal in 1886 being lower than it had been for some years previous. At what date was the lowest price of coal in 1886?—A. I think it was in May.

Q. What increase has there been since?—A. If I had that paper I could tell you. I should imagine 25 or 50 cents.

Q. Do you remember at what time that was?—A. There has been a gradual increase. Our prices show an increase.

Q. Where are your stocking places in Pennsylvania?—A. Our only stocking place in Pennsylvania is at the mines.

Q. You have no stocking place at Philadelphia?—A. Yes, sir; we have a stocking place on the Delaware, I think, that possibly would put away 2,000 or 3,000 tons. It is very limited in area. I do not think we ever carried more than 2,000 or 3,000 tons in it.

Q. What was the price of your coal in Philadelphia, say, in May, 1886?—A. I do not really know. I have to keep a good many figures relating to our business in my memory, but that is a part of it I do not remember.

Q. Was there any difference in the price of coal to the Philadelphia trade and that shipped to the New England points?—A. Shipped from where?

Q. From here.—A. We do not ship any coal from here.

Q. None at all?—A. None; we stock some sizes and retail them through the city later in the year. We do not bring any coal here for shipment.

Q. From what points do you ship to the New England market?—A. We ship from New York. From New York tide water. The actual port is Elizabethport.

Q. How do your prices at Elizabethport compare with those in Philadelphia?—A. I could not tell that without refreshing my memory. That is a mass of detail. My mind grasps averages sometimes and remembers them, but details I can not remember.

Q. Can you say whether they were lower or higher?—A. On some sizes they were higher in Elizabethport.

Q. What sizes?—A. Lump coal; and I should suppose broken were higher at Elizabethport than they were here. I should suppose the other sizes were higher here.

Q. Can you state how much higher or lower?—A. No; I can not. I should not imagine that there was very much difference. The best evidence of that I think is that we shipped considerably to both points. If they were higher here we would force our sales here, and if they were higher there we would force them there. I think we shipped largely to both points, and I do not imagine that our prices would differ very much. I could not tell. Our coals are special coals very largely, and do not follow the rules of the average trade always.

By Mr. DICKSON:

Q. Do you send largely on the Lehigh and Hudson to special points in that way which are not competitive?—A. Yes, sir.

By Mr. GENDELL:

Q. Did I understand you to say in your examination in chief that your association did not undertake to regulate the price of coal?—A. I did.

Q. Or to advance its price?—A. I did. They never touched that question except at one meeting.

Q. Which meeting was that?—A. It was the first meeting at Mr. Morgan's house.

Q. In March, 1886?—A. I think that was the time.

Q. They did touch it then, did they not?—A. Yes, sir.

Q. Passed a resolution that the price of coal should be immediately advanced twenty-five cents per ton?—A. Free on board at New York—yes, sir. The price of coal at that time had drifted far below cost, and it was the sense of the meeting that we should get out of that condition as fast as possible.

By Mr. DICKSON:

Q. After you passed that resolution, what did you do, in point of fact?—A. As to New York?

Q. Yes. Did you, in point of fact, advance it at that time?—A. We did not realize any more for coal in New York. The price of coal kept on falling in New York until May.

By Mr. GENDELL:

Q. You tried to put it up?—A. We tried to put it up.

By Mr. OLMSTED:

Q. Did that resolution apply to the price of coal in Pennsylvania?—A. Not at all. It is limited, as I just said, to coal in New York f. o. b.—that is, free on board in New York Harbor.

By Mr. GENDELL:

Q. You about the same time undertook to limit the output or make a restriction of it, did you not?—A. Restrict it to the wants of the market; yes, sir.

Q. And your judgment then was that there must be a considerable restriction?—A. It was. The reason for that was that the coal ports were all blocked with coal, for we had about a million tons in stock then, which I believe was the largest amount that ever was in stock at the shipping points.

Q. That leads me to inquire in regard to another question asked by Mr. Dickson. I understood you to say that you find it more and more difficult year by year to regulate the time when consumers will purchase, and to get them to purchase regularly?—A. Yes, sir.

Q. And they purchase with greater irregularity year by year?—A. No, not with greater irregularity. They purchase with more regard to their daily wants. They do not lay in any stocks. They do not purchase with irregularity in the sense of buying largely one month, buying in excess of their wants one month and less than their wants in another. As I said, coal producers have had experience in common with almost all other producers, that the producer is required now to carry the coal; that the consumer, knowing that he can get it by rail whenever he wants it, asks for it whenever he wants it and not before. But that makes irregularity only running through periods. The demand is small in the early part of the year, and gradually rises, until at the time when people begin to lay in their domestic sizes of coal in the fall it is at its maximum. If we could get the consumer to take his coal with more regularity we could produce coal more cheaply. That was the reason why we desired to get it done. The average demand of the market last year was at the rate of about, say, 2,700,000 tons per month, but in certain months of the year it demanded, say, 3,600,000. Now, if we could have had the mines opened and running steadily with only 2,700,000 tons productive capacity we could have produced coal more cheaply than with mines of 3,600,000 tons capacity that we could not run all the time. That is the reason we wanted the consumer to take his coal as regularly as possible.

Q. But have not succeeded?—A. But have not succeeded.

Q. Please explain again how it is that this union of the coal companies producing, or carrying, or both, tends to make the demand more uniform and to prevent the necessity of carrying a supply by the producing companies.—A. If we agreed in a month when the market required 2,000,000 tons not to produce 3,000,000 tons, instead of carrying that stock at tide we would carry it at the mines. In other words, we do not mine it until it is wanted, therefore we do not invest our money in coal until it is wanted, and we do not have to spend our money in stocking coal, and therefore we can produce it more cheaply because we are not producing it in excess of the market. We can produce and sell it more cheaply.

Q. In other words, you restrict your output one month and enlarge it another?—A. We try to keep our output as nearly as possible to what the market requires.

Q. And you try to do that by restricting it at one time and increasing it at another?—A. We try to do that by keeping the output down at certain times to what the market requires.

Q. That is, to what you assume the market is going to require?—A. Yes, sir, and for that we have the experience of year after year

tabulated, showing from the history of year after year that it takes about the same proportion at the same times of the year. In order to prepare for a wise distribution I went to the trouble, a little more than a year ago, of seeing for a period of four years, which I thought was as far back as we could get any light on the history of the trade, what per cent of the total output of the year was taken each month, and it was from the history of the trade that we estimated what the future would be.

By Mr. CASSIDY:

Q. After all, that question was determined by the gentlemen who met there. They determined whether it would be so or not. The condition of the market is determined by your people?—A. The condition of the market is determined by the reported stocks. If we have half a million tons of coal in stock, and the market is somewhat bare, we would estimate that the market would require more than if at the meeting we found a million tons in stock.

Q. That is your estimation; but you are the people who decide?—A. We are estimating for the trade what amount the market will require each month.

By Mr. GENDELL:

Q. Your answer raised another difficulty in my mind. If you regulate your output from month to month by a demand which is more irregular year after year, how does that tend to keep the mine employed more regularly?—A. I can not say how it tends. I can only say that the fact is so. We are not specially interested in this tendency, but in facts. The fact is they were kept more regularly employed, as their earnings show, where we do not attempt to put a very limited extent, for a matter of two or three weeks, to foresee what the market will take, and as to whether it will keep the mine more regularly employed is a matter that depends very largely upon what the demands of the country for coal are.

Q. I understood you to say also that these happy times with your men have extended back about ten years. Is that so?—A. Yes, sir.

Q. That certainly does not depend on this combination which was organized two years ago?—A. Certainly not.

By Mr. DICKSON:

Q. When you meet at your monthly meetings your object is to ascertain the fact whether the market is bare, or the contrary?—A. Yes, sir.

Q. And from the facts as they are reported you make your estimate as to what the requirements for the next few weeks will be?—A. Yes, sir.

Q. And if you find you make a mistake, you meet again in the middle of the month and say you made a mistake, and the market will take more?—A. Yes, sir.

Q. Mr. Jones has acted as the statistician for the trade, and furnished information such as is necessary for its requirements for a great many years?—A. Yes, sir; for ten years certainly, I think.

Q. And that has been done heretofore at the expense of the Reading Railroad Company?—A. Yes, sir. There was a time a number

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

of years ago, I do not know when, when I believe he was paid by the different parties interested; then there was a period of several years when he was paid by the Reading Railroad Company alone, and in the last two years that was thought to be an unfair thing to ask of the Reading Company, and that the persons interested should share in the cost of it.

Q. His service consists in keeping statistics of the coal shipped over each line of transportation, and furnishing you with tabular statements showing how the product of each month compares with the product of the previous months?—A. Yes, sir.

By Mr. GENDELL:

Q. I notice among the letters you produced to-day that there is one dated in October, and, with the exception of that, there is none here later than the middle of June. Is that the only correspondence you have?—A. Yes, sir; they were carefully taken from my book and contain everything.

(A number of papers heretofore called for are here produced and marked for identification "A, B, C, D, and E, January 7, 1887.")

The WITNESS. I was called upon to produce the minutes of the Philadelphia Association, of the Toll Agents' Association, and Coal Sales Agents, also records, letters, and circulars of the Western Anthracite Association, in response to which I answer that I know of no such circulars, letters, records, and minutes, and if any such exist they have never been in my possession nor have I ever seen them.

COMMONWEALTH OF PENNSYLVANIA,
County of Dauphin, } *ss:*

I, James H. Worden, prothonotary of the court of common pleas in and for said county, do hereby certify that the foregoing is a full, true, and correct copy of the testimony of Joseph S. Harris in the case therein stated, wherein the Commonwealth of Pennsylvania is the plaintiff, and the Philadelphia and Reading Railroad Company, the Philadelphia and Reading Coal and Iron Company, Stephen A. Caldwell, George De B. Keim, and Austin Corbin, receivers of said companies, The Lehigh Valley Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Delaware and Hudson Canal Company, the Pennsylvania Company, the Pennsylvania Railroad Company, The Pennsylvania Coal Company, The New York, Lake Erie and Western Railroad Company, The Lehigh Coal and Navigation Company, The Lehigh Valley Coal Company, The Susquehanna Coal Company, Mineral Railroad and Mining Company, Summit Branch Railroad Company, and Lykens Valley Coal Company, defendants, so full and entire as the same remains of record before the said court at No. 98 equity docket.

In testimony whereof, I have hereunto set my hand and affixed the seal of said court, this 21st day of October, A. D. 1908.

[SEAL.] JAMES H. WORDEN,
Prothonotary.

GOVERNMENT EXHIBIT No. 145.—*Certified copy of deposition of Joseph S. Harris in suit of Commonwealth of Pennsylvania* v. *the P. & R. R. R. Co. et al.*—Cont'd.

I, George Kunkel, president judge of the twelfth judicial district, composed of the county of Dauphin, do certify that James H. Worden, by whom the annexed record, certificate, and attestation were made and given, and who, in his own proper handwriting, thereunto subscribed his name and affixed the seal of the court of common pleas of said county, was at the time of so doing and now is prothonotary in and for said County of Dauphin, in the Commonwealth of Pennsylvania, duly commissioned and qualified; to all of whose acts, as such, full faith and credit are and ought to be given, as well in courts of judicature as elsewhere, and that the said record, certificate, and attestation are in due form of law and made by the proper officer.

[SEAL.]

GEORGE KUNKEL,
President Judge.

COMMONWEALTH OF PENNSYLVANIA, }
County of Dauphin, } *ss:*

I, James H. Worden, prothonotary of the court of common pleas in and for said county, do certify that the Honorable George Kunkel, by whom the foregoing attestation was made, and who has thereunto subscribed his name, was at the time of making thereof, and still is, president judge of the court of common pleas, orphans' court, and court of quarter sessions of the peace in and for said county, duly commissioned and qualified; to all whose acts, as such, full faith and credit are and ought to be given, as well in courts of judicature as elsewhere.

In testimony whereof, I have hereunto set my hand and affixed the seal of said court this 21st day of October, A. D. 1908.

[SEAL.]

JAMES H. WORDEN,
Prothonotary.

GOVERNMENT EXHIBIT No. 146.

HILLSIDE COAL AND IRON COMPANY.

Statement showing total long tons of anthracite coal purchased by the Hillside Coal and Iron Company from the Delaware and Hudson Company, under contract, each month from July 1, 1902, to September 30, 1908.[a]

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.	Total.
1902.									
July	No coal purchased, on account of strike.								
August									
September									
October	488.18	454.02	717.14	831.15	401.15	381.05			3,275.09
November	11,680.14	11,268.16	19,898.06	16,729.11	14,376.01	6,018.15	30.17		80,003.00
December	19,500.15	18,162.05	31,660.13	24,520.18	21,120.04	8,124.02			123,088.17
1903.									
January	27,312.04	21,978.02	38,742.02	33,721.01	27,074.11	11,436.10	1,830.01		162,094.11
February	20,919.17	19,737.19	35,310.08	29,863.00	30,162.12	10,651.17			146,645.13
March	15,758.14	19,795.08	35,309.08	28,292.10	25,572.06	10,958.17			136,657.03
April	16,930.08	20,047.10	35,577.02	24,558.02	28,750.07	12,430.15			138,294.04
May	17,924.19	21,689.12	34,865.18	20,577.17	21,107.18	12,737.13			128,903.17
June	15,435.04	11,872.06	21,248.05	12,729.13	19,239.19	9,320.11			89,845.18
	145,921.13	145,006.00	253,329.16	191,824.07	188,805.13	82,060.05	1,860.18		1,008,808.12
July	14,691.02	9,942.05	17,886.16	15,739.14	20,820.09	8,995.11			88,075.17
August	12,648.19	9,115.12	15,827.01	16,382.01	19,941.19	8,314.06		1,622.02	83,852.00
September	15,148.10	10,267.15	16,803.09	11,677.00	18,558.02	11,036.05		644.19	84,136.00
October	8,886.01	7,384.15	11,462.15	11,458.13	14,196.14	6,282.00			59,670.18
November	18,073.04	14,877.06	22,529.10	20,070.06	24,792.01	11,023.05			111,365.14
December	23,490.09	17,202.15	23,890.15	22,675.13	30,273.19	8,618.17			126,152.08
1904.									
January	18,796.02	14,030.10	19,628.17	16,341.03	25,647.00	11,685.05			106,128.17
February	17,259.18	17,753.07	24,681.03	20,471.16	29,612.04	10,193.14	19.13		119,991.15
March	20,118.09	18,720.17	24,531.08	20,252.05	26,505.10	11,174.00			121,302.09
April	15,638.03	12,165.09	17,485.06	14,117.07	17,575.19	11,540.09			88,522.13
May	12,247.11	9,694.01	15,991.07	14,630.06	19,238.14	8,967.12			80,789.11
June	12,116.10	10,292.10	15,708.00	14,474.16	16,030.19	10,502.14			79,125.09
	189,114.18	151,447.03	226,426.07	198,291.02	263,193.10	118,353.18	19.13	2,267.01	1,149,113.11

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 146.—*Hillside Coal and Iron Company.—Statement showing total long tons of anthracite coal purchased by the Hillside Coal and Iron Company from the Delaware and Hudson Company, under contract, each month from July 1, 1902, to September 30, 1908*[a]—Cont'd.

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.	Total.
1904—Continued.									
July	12,496.01	10,282.08	15,813.05	14,320.02	16,033.04	11,022.16			79,967.16
August	12,688.12	9,906.10	15,177.05	13,704.05	15,778.05	10,754.03			78,011.00
September	12,067.11	9,615.01	14,976.00	13,248.17	15,426.04	10,219.19			75,552.12
October	11,659.13	9,726.05	14,221.19	14,050.07	15,022.14	9,163.01			73,853.19
November	13,455.04	13,651.09	19,617.02	16,526.01	18,257.15	11,970.04			93,477.15
December	11,195.18	12,536.12	17,698.02	16,785.04	21,352.16	10,641.07			90,509.19
1905.									
January	13,305.11	15,623.00	23,610.06	21,509.09	21,038.11	13,228.08			108,315.05
February	11,382.19	11,231.11	19,306.02	18,108.03	15,732.01	7,890.07			83,651.02
March	20,276.00	17,410.01	27,715.04	26,160.09	26,700.12	16,998.17			135,261.03
April	16,276.02	14,761.05	25,174.15	21,128.19	22,180.03	14,606.01			114,136.05
May	12,987.09	12,678.05	23,499.15	17,970.10	20,090.15	11,909.16			99,136.10
June	16,539.18	10,285.02	20,950.02	16,646.07	18,349.13	11,306.04			94,077.06
	164,330.18	148,009.09	237,759.17	210,158.13	225,980.13	139,711.03			1,125,950.13
July	14,196.12	11,221.06	19,867.00	16,681.02	16,704.03	10,926.06			89,596.13
August	13,117.18	11,629.16	22,608.04	17,919.11	18,006.14	11,242.06			94,524.09
September	13,892.19	11,481.09	20,287.04	14,934.18	15,947.15	10,386.11			86,930.16
October	11,634.12	13,146.06	23,759.18	19,692.12	18,217.03	9,543.06			95,993.17
November	14,988.17	16,654.11	26,558.16	22,396.13	19,623.16	13,113.00			113,334.13
December	10,758.07	16,331.17	27,364.14	21,954.10	17,587.02	9,941.01			103,937.11
1906.									
January	17,061.13	17,579.16	30,869.00	28,633.15	17,089.10	10,103.15			121,337.09
February	9,587.10	10,962.13	17,121.01	19,393.08	15,378.19	9,894.03			82,127.14
March	17,712.16	17,414.06	23,248.06	22,713.13	18,527.14	12,265.05			111,882.00
April		*84.04*							*84.04*
May	7,389.06	8,025.06	12,342.13	11,511.11	8,745.05	5,420.19			53,435.02
June	16,012.13	18,356.13	31,427.17	22,866.16	22,856.08	13,892.18			125,413.05
	146,343.05	152,769.17	255,454.13	218,697.09	188,684.09	116,529.12			1,078,479.05
July	15,603.03	18,390.09	28,478.05	23,881.13	20,478.09	13,756.05	31.09		120,619.13
August	15,060.16	15,720.03	25,790.15	22,206.19	21,740.11	12,733.02			113,252.06
September	10,948.07	12,874.00	21,423.04	19,366.01	21,506.15	14,285.02	23.01		100,526.10
October	14,391.02	14,995.04	22,651.06	21,764.14	25,547.06	14,727.14			114,077.06
November	17,512.14	16,169.05	24,889.15	26,117.01	31,677.10	18,055.05			134,421.10
December	16,042.10	15,336.19	27,029.19	25,611.13	18,960.18	14,670.11			117,642.10

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1907.									
January	14,966.12	16,289.19	25,241.07	21,877.08	19,165.06	12,270.09			109,811.01
February	13,364.05	11,937.14	23,244.11	18,902.11	18,888.08	10,465.10			96,592.19
March	13,207.09	13,901.00	24,183.01	18,076.07	16,846.01	10,534.14			96,698.12
April	15,189.13	17,747.17	28,919.14	24,586.17	20,322.11	14,723.12			121,490.04
May	18,697.07	20,994.12	32,036.17	25,651.17	21,022.08	13,800.06			132,803.07
June	15,823.00	14,525.06	27,118.14	20,813.15	17,277.15	11,630.18			107,189.08
	180,806.18	188,882.08	310,957.10	268,646.16	254,023.18	161,753.08	54.10		1,365,125.08
July	17,431.15	14,197.09	28,089.03	24,344.17	18,899.16	13,490.02			116,453.02
August	17,480.14	10,760.09	17,647.01	19,187.17	16,742.10	19,716.00			101,534.11
September	16,325.08	13,283.07	24,796.06	22,703.06	17,813.19	26,914.06			121,836.12
October	9,262.03	10,874.05	18,867.13	16,615.15	12,070.09	8,210.16			75,901.01
November	7,640.09	9,424.00	16,166.03	15,457.00	7,773.15	6,569.14			63,031.01
December	13,343.19	8,769.11	15,422.11	13,579.14	13,621.07	13,823.14			78,560.16
1908.									
January	10,642.10	7,751.10	15,966.12	16,296.11	14,426.18	9,572.15			68,656.16
February	16,730.01	9,712.13	15,427.07	15,565.08	13,665.02	10,322.16			81,423.07
March	11,785.10	9,463.16	14,855.12	16,340.14	14,735.13	8,903.02			76,084.07
April	5,414.16	6,529.16	9,382.03	6,884.15	8,847.16	13,762.07			50,791.13
May	5,370.03	4,789.01	13,872.17	8,083.11	9,077.09	9,660.00			50,853.01
June	7,488.03	5,285.02	10,319.02	6,125.05	9,933.12	9,451.13			48,602.17
	138,915.11	110,840.19	200,782.10	175,184.13	157,608.06	150,397.05			933,729.04
July	6,721.02	8,882.07	12,349.06	4,389.17	10,444.05	8,900.08			51,697.05
August	8,339.00	5,924.11	7,500.04	2,915.12	9,911.15	12,982.17			47,573.19
September	5,431.04	9,370.07	12,960.08	3,756.00	9,818.10	8,034.16			40,371.05
	20,491.06	24,177.05	32,809.18	11,071.09	30,174.10	29,918.01			148,642.09

SUMMARY.

Year ended June 30, 1903	145,921.13	145,006.00	253,329.16	191,824.07	188,805.13	82,060.05	1,800.18		1,008,906.12
Year ended June 30, 1904	189,114.18	151,447.02	226,426.07	198,291.02	203,193.10	118,333.18	19.13	2,267.01	1,149,113.11
Year ended June 30, 1905	164,330.18	148,009.09	237,789.17	210,158.13	225,980.13	139,711.03			1,125,950.13
Year ended June 30, 1906	146,343.05	152,769.17	255,454.13	218,607.09	188,684.09	116,929.12			1,078,479.05
Year ended June 30, 1907	180,806.18	188,882.08	310,957.10	268,646.16	254,023.18	161,753.08	54.10		1,365,125.08
Year ended June 30, 1908	138,915.11	110,840.19	200,782.10	175,184.13	157,608.06	150,397.05			933,729.04
July to September, 1908, inclusive	20,491.06	24,177.05	32,809.18	11,071.09	30,174.10	29,918.01			148,642.09
	985,924.09	921,133.00	1,517,529.11	1,273,574.09	1,308,470.19	798,723.12	1,935.01	2,267.01	6,809,849.02

a Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 147.

HILLSIDE COAL AND IRON COMPANY.

Statement showing long tons of anthracite coal purchased by Hillside Coal and Iron Company from Delaware and Hudson Company, under contract, and shipped to New York harbor points f. o. b. and sold there each month from June 30, 1902, to September 30, 1908. [a]

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.	Total.
1902.									
July	No coal purchased on account of strike.								
August									
September									
October	488.18	426.07	623.01	726.04	401.15	381.05			3,047.10
November	11,257.09	10,302.13	16,369.09	15,075.01	14,148.04	5,953.06	30.17		73,136.19
December	19,221.11	16,638.00	25,073.17	21,554.19	19,900.07	7,173.05			109,621.19
1903.									
January	20,207.10	16,168.10	25,720.04	22,980.11	22,287.15	8,939.07	1,830.01		118,133.18
February	16,046.17	16,154.01	28,012.01	16,484.12	21,206.00	7,634.13			105,538.04
March	13,458.02	13,458.07	27,575.11	13,298.13	21,936.17	9,196.05			98,923.15
April	15,644.02	18,304.07	28,662.05	17,546.02	22,690.15	11,402.16			114,250.07
May	13,053.17	15,389.11	27,434.05	15,996.15	21,107.18	12,718.03			105,680.09
June	14,327.15	9,283.03	14,558.18	8,347.16	19,223.04	9,280.15			75,021.11
	123,706.01	116,104.19	194,029.11	132,010.13	162,962.15	72,679.15	1,860.18		803,354.12
July	13,299.15	8,301.04	14,552.00	10,378.09	17,336.08	8,915.18			72,783.14
August	11,397.05	8,247.08	13,756.17	7,067.17	12,591.09	8,265.05		1,622.02	62,948.03
September	14,489.06	7,329.04	12,943.03	5,108.18	12,608.05	11,021.00		644.19	64,144.15
October	8,387.04	4,729.08	10,331.16	5,127.11	13,241.17	6,282.00			48,099.16
November	17,736.15	11,552.15	19,149.11	13,586.19	23,767.11	10,978.00			96,771.11
December	23,114.18	14,567.14	18,682.09	10,631.12	26,504.03	8,618.17			102,119.13
1904.									
January	17,605.08	12,218.05	14,799.12	10,977.19	23,986.04	11,592.12			91,180.00
February	15,896.06	15,925.17	19,912.03	14,578.11	29,445.13	10,121.12	19.13		106,898.15
March	19,534.00	16,049.00	18,976.02	10,072.09	21,125.00	11,149.02			96,895.19
April	14,672.12	10,328.11	13,081.14	9,533.19	13,699.18	11,507.02			72,823.16
May	10,957.17	7,324.04	16,906.00	9,820.13	15,934.07	8,987.12			69,930.13
June	11,423.13	6,206.08	13,942.07	6,755.17	9,849.03	10,473.04			58,650.12
	179,503.19	122,760.04	181,033.14	113,640.14	220,089.18	117,912.04	19.13	2,267.01	937,347.07

July	12,261.16	8,549.13	13,326.13	7,966.15	12,103.07	10,985.18			65,194.02
August	11,490.13	7,359.18	12,076.06	2,117.18	13,247.11	4,423.12			50,724.16
September	11,169.11	8,317.18	13,206.10	5,340.00	12,604.19	7,383.09			58,022.07
October	10,478.07	7,962.02	11,493.18	7,376.02	12,466.01	7,677.12			57,454.02
November	11,965.00	11,347.04	16,404.13	10,680.08	12,118.03	11,382.07			74,897.15
December	9,646.15	11,317.02	14,293.08	11,253.15	16,524.15	10,621.14			73,657.09
1905.									
January	12,201.17	13,393.15	21,628.02	15,360.11	18,399.16	13,228.08			94,721.08
February	9,177.02	8,562.11	16,236.18	12,883.10	11,460.01	7,870.17			65,930.19
March	18,476.07	15,432.12	24,200.12	14,523.08	23,398.04	16,998.17			113,030.00
April	14,185.13	12,573.17	22,969.05	9,289.11	6,293.16	12,120.04			77,432.06
May	12,058.07	11,743.06	20,314.07	12,369.14	9,541.14	7,554.02			73,581.10
June	14,834.11	9,064.18	18,499.13	11,992.11	8,916.07	11,419.10			74,727.10
	147,954.19	125,624.13	204,650.05	121,463.03	158,014.14	121,066.10			879,374.04
July	13,100.09	9,282.16	18,854.18	6,556.18	8,420.00	7,792.06			64,007.07
August	11,933.00	9,724.14	19,399.13	11,815.00	4,628.10	6,742.17			64,243.14
September	12,934.09	9,149.08	15,300.09	10,702.02	8,155.02	8,146.18			64,388.08
October	10,507.02	9,268.05	19,789.19	12,522.02	15,625.09	9,563.06			77,256.03
November	13,214.10	13,072.05	24,354.02	14,611.15	15,480.06	13,113.00			93,845.18
December	10,518.11	13,470.07	22,934.11	14,149.06	17,262.12	9,941.01			88,276.07
1906.									
January	16,533.04	14,181.05	24,591.04	16,789.16	16,874.15	10,103.15			99,073.19
February	8,099.17	5,776.01	10,966.08	*891.18*	14,822.02	9,694.03			98,526.13
March	16,725.14	13,918.06	19,538.14	12,709.15	17,784.00	12,365.05			92,941.14
	89.10	*84.04*		*177.06*					*891.02*
April	7,285.07	6,272.09	10,275.17	7,193.13	8,490.13	5,420.19			44,939.00
May	14,862.19	15,819.07	28,369.19	5,277.14	22,407.14	13,892.18			100,630.11
June	135,685.12	119,910.19	214,365.14	111,328.16	149,951.03	106,655.08			837,898.12
July	13,564.06	13,018.02	13,289.14	5,998.18	6,720.13	8,460.16	31.09		61,083.18
August	13,957.03	2,079.01	8,980.01	5,097.10	12,127.19	11,670.12	*31.09*		53,580.17
September	9,948.16	8,902.07	18,368.05	3,548.14	13,081.09	14,318.11			68,168.02
October	12,050.06	8,968.01	18,852.07	16,341.04	15,976.02	14,688.16			86,876.16
November	15,287.07	11,905.15	21,435.06	17,207.02	27,256.13	17,913.11			111,005.14
December	15,286.19	13,504.03	21,829.03	15,188.14	18,715.06	14,670.11			99,194.18
1907.									
January	14,700.18	15,069.10	21,824.17	15,323.07	18,372.19	12,270.09			97,762.00
February	12,372.16	9,889.14	19,847.09	12,629.12	18,439.11	9,944.07			83,123.09
March	12,113.11	11,784.03	21,262.03	13,426.13	16,419.07	10,334.14			85,540.10
April	14,642.01	14,258.06	25,613.08	18,004.13	19,863.13	14,723.12			107,105.12
May	17,811.02	17,576.02	28,537.09	19,895.08	21,003.10	13,900.06			118,623.17
June	14,175.02	11,013.16	21,189.12	14,496.04	17,248.18	11,630.18			89,754.10
	165,910.07	137,909.00	241,029.14	157,157.17	205,426.02	154,627.03			1,062,120.08

a Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 147.—*Hillside Coal and Iron Company.—Statement showing long tons of anthracite coal purchased by Hillside Coal and Iron Company from Delaware and Hudson Company, under contract, and shipped to New York harbor points f. o. b. and sold there each month from June 30, 1902, to September 30, 1908*[a]—Continued.

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.	Total.
1907—Continued.									
July	15,820.07	10,896.00	19,729.15	6,504.15	15,555.02	11,783.13			80,288.12
August	16,770.03	4,808.03	9,971.04	7,345.03	15,258.17	15,406.04			69,558.14
September	14,987.03	10,956.02	20,603.12	8,551.02	17,472.11	19,680.15			92,251.05
October	7,493.06	7,450.07	14,689.05	11,390.15	11,821.11	8,142.00			60,988.06
November	5,060.16	4,597.14	10,904.07	9,167.11	7,466.03	6,899.14			43,766.05
December	12,535.01	4,861.05	9,127.01	7,391.06	13,333.15	13,823.14			61,072.05
1908.									
January	10,369.03	5,531.06	10,769.11	6,736.16	13,619.07	9,512.17			56,530.09
February	16,730.01	9,567.01	14,399.17	9,494.05	13,626.11	9,955.03			73,772.18
March	11,660.16	9,306.10	14,246.15	9,394.07	14,678.19	8,864.09			68,051.16
April	5,414.16	6,529.16	9,352.03	6,041.15	8,847.16	13,782.07			49,948.13
May	5,370.03	4,789.01	13,872.17	8,113.13	9,077.09	9,660.00			50,883.03
June	7,488.03	5,285.02	10,319.02	6,125.05	8,098.12	9,451.13			46,767.17
	129,700.00	84,578.07	157,976.09	96,156.13	146,856.16	136,613.09			753,881.14
July	6,721.02	7,371.12	11,083.15	4,599.17	8,606.04	8,665.07			47,047.17
August	8,299.18	3,034.18	2,288.13	2,915.12	3,933.00	12,982.17			33,454.18
September	5,431.04	9,363.18	13,691.10	3,756.00	9,778.03	7,908.08			49,929.03
	20,452.04	19,770.08	27,063.18	11,071.09	22,317.07	29,756.12			130,431.18
SUMMARY.									
Year ending June 30, 1903	123,706.01	116,104.19	194,029.11	132,010.13	162,962.15	72,679.15	1,880.18		803,354.12
Year ending June 30, 1904	179,503.19	122,780.04	181,033.14	113,640.14	220,089.18	117,912.04	19.13	2,267.01	937,247.07
Year ending June 30, 1905	147,954.19	125,624.13	204,650.05	121,463.03	158,014.14	121,666.10			879,374.04
Year ending June 30, 1906	135,685.12	119,910.19	214,365.14	111,328.16	149,951.08	106,656.08			837,898.12
Year ending June 30, 1907	165,910.07	137,969.00	241,029.14	157,157.17	205,426.02	154,627.03			1,062,120.08
Year ending June 30, 1908	129,700.00	84,578.07	157,976.09	96,156.13	146,856.16	136,613.09			753,881.14
July to September, 1908, inclusive	20,452.04	19,770.08	27,063.18	11,071.09	22,317.07	29,756.12			130,431.18
	902,913.02	726,738.10	1,220,149.05	742,829.05	1,067,618.15	739,912.01	1,880.11	2,267.01	5,404,308.10

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

NOTE.—Figures in italics were in red ink in original.

GOVERNMENT EXHIBIT No. 148.

HILLSIDE COAL AND IRON COMPANY.

Statement showing average price per gross ton received at New York Harbor, f. o. b., by the Hillside Coal and Iron Company for anthracite coal purchased from the Delaware and Hudson Company for each month from July 1, 1902, to September 30, 1908.

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.
1902.								
July	No coal purchased, on account of strike.							
August								
September								
October	$4.0000	$5.0000	$5.0000	$5.0000	$2.7500	$2.7500		
November	4.1068	5.0000	5.0000	5.0000	2.8497	2.6609		
December	4.1721	5.0000	5.0009	5.0000	2.9124	2.8219	$1.7500	
1903.								
January	4.4222	5.0000	5.0000	5.0000	3.1815	2.9083	2.5222	
February	4.4076	5.0000	5.0000	5.0000	3.1400	2.9079	2.5000	
March	4.0208	5.0000	5.0000	5.0000	2.8915	2.5950		
April	4.2265	4.5000	4.5000	4.5000	2.9613	2.5228		
May	4.3079	4.5955	4.5954	4.5977	3.0000	2.5145		
June	4.3683	4.6861	4.6889	4.6910	3.0000	2.5094		
July	4.3955	4.7847	4.7837	4.7831	3.0000	2.5013		
August	4.5184	4.9000	4.9000	4.9000	3.0000	2.5000		$1.4000
September	4.4555	4.9929	4.9917	4.9955	3.0000	2.5018		1.4000
October	4.4869	5.0000	5.0000	5.0000	3.0004	2.5012		1.4000
November	4.5048	5.0000	5.0000	5.0000	3.0000	2.5030		
December	4.5114	5.0000	5.0000	5.0000	3.0000	2.5028		
1904.								
January	4.5235	5.0000	5.0000	5.0000	3.0000	2.5000		
February	4.5229	5.0000	5.0000	5.0000	3.0000	2.5005		
March	4.4450	5.0000	5.0000	5.0000	3.0003	2.5000	1.8500	
April	4.2626	4.5000	4.5000	4.5000	3.0000	2.5000		
May	4.3431	4.5835	4.5865	4.5838	3.0000	2.5000		
June	4.3816	4.6877	4.6929	4.6987	3.0000	2.5000		
July	4.4437	4.7849	4.7795	4.7600	3.0000	2.5000		
August	4.3737	4.8901	4.8740	4.8966	3.0000	2.5000		
September	4.4177	4.9764	4.9778	5.0000	3.0000	2.5000		
October	4.4222	5.0000	5.0000	5.0000	3.0000	2.5000		
November	4.4561	5.0000	5.0000	5.0000	3.0000	2.5000		
December	4.4866	5.0000	5.0000	5.0000	3.0000	2.5000		

GOVERNMENT EXHIBIT No. 148.—*Hillside Coal and Iron Company.—Statement showing average price per gross ton received at New York Harbor, f. o. b., by the Hillside Coal and Iron Company for anthracite coal purchased from the Delaware and Hudson Company for each month from July 1, 1902, to September 30, 1908*—Continued.

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Culm.
1905.								
January	4.4197	5.0000	5.0000	5.0000	3.0000	2.5000		
February	4.4427	5.0000	5.0000	5.0000	3.0000	2.5000		
March	4.3556	5.0000	5.0000	5.0000	3.0000	2.5000		
April	4.2596	4.5000	4.5000	4.5000	3.0000	2.5000		
May	4.3024	4.5725	4.5781	4.5893	3.0000	2.5000		
June	4.3089	4.6862	4.6759	4.6643	3.0000	2.5000		
July	4.3043	4.7691	4.7733	4.7848	3.0000	2.5000		
August	4.2809	4.8877	4.8874	4.8894	3.0000	2.5000		
September	4.3007	4.9927	4.9893	4.9968	3.0000	2.5000		
October	4.3133	5.0000	5.0000	5.0000	3.0000	2.5000		
November	4.3162	5.0000	5.0000	5.0000	3.0000	2.5000		
December	4.3164	5.0000	5.0000	5.0000	3.0000	2.5000		
1906.								
January	4.3094	5.0000	5.0000	5.0000	3.0000	2.5000		
February	4.3241	5.0000	5.0000	5.0000	2.9888	2.5000		
March	4.3238	5.0000	5.0000	5.0000	2.9999	2.5000		
April	4.6816	5.0000	5.0000	5.0000	3.0000	2.5000		
May	4.3155	4.6000	4.6000	4.6000	3.0000	2.5000		
June	4.2778	4.6887	4.6956	4.6954	3.0000	2.5000		
July	4.2719	4.7814	4.7777	4.7960	3.0000	2.5000		
August	4.2914	4.8808	4.8897	4.8860	2.9990	2.5000		
September	4.2749	4.9779	4.9768	4.9763	3.0000	2.5000		
October	4.3131	5.0000	5.0000	5.0000	3.0000	2.5000		
November	4.2882	5.0000	5.0000	5.0000	2.9995	2.5000		
December	4.3117	5.0000	5.0000	5.0000	3.0000	2.5000		
1907.								
January	4.3045	5.0000	5.0000	5.0000	2.9996	2.5000		
February	4.3303	5.0000	5.0000	5.0000	3.0000	2.5000		
March	4.2860	5.0000	5.0000	5.0000	3.0000	2.5000		
April	4.2500	4.5000	4.5000	4.5000	2.9994	2.5000		
May	4.2689	4.5856	4.5830	4.5792	3.0000	2.5000		
June	4.2686	4.6836	4.6820	4.6811	2.9997	2.5000		
July	4.2689	4.7918	4.7924	4.7841	3.0000	2.5000		
August	4.2583	4.9000	4.8985	4.9000	2.9999	2.5000		
September	4.2819	4.9795	4.9844	4.9785	3.0426	2.5555		
October	4.2940	5.0000	5.0000	5.0000	3.0272	2.5287		
November	4.3204	5.0000	5.0000	5.0000	3.0226	2.5281		
December	4.3168	5.0000	5.0000	5.0000	3.0147	2.5051		

1908								
January	4.2874	5.0000	5.0000	5.0000	3.0178	2.5120		
February	4.3018	5.0000	5.0000	5.0000	3.0377	2.5098		
March	4.2661	5.0000	5.0000	5.0000	3.0351	2.5023		
April	4.2500	4.5000	4.5000	4.5000	3.2497	2.4997		
May	4.2732	4.5803	4.5832	4.5862	3.2498	2.5000		
June	4.2793	4.6981	4.6934	4.6836	3.2500	2.4991		
July	4.2806	4.7786	4.7844	4.7795	3.2500	2.5000		
August	4.2683	4.8749	4.8748	4.8669	3.2500	2.5000		
September	4.2709	4.9562	4.9651	4.9631	3.2500	2.5000		

GOVERNMENT EXHIBIT No. 149.

HILLSIDE COAL AND IRON COMPANY.

Statement showing long tons of anthracite coal purchased by the Hillside Coal and Iron Company from the Delaware and Hudson Company, under contract, and shipped west from July 1, 1902, to September 30, 1908.

[*No coal purchased from Delaware and Hudson Company was shipped west after March 31, 1908, by Hillside Coal and Iron Company.*]

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Total.
1902.								
July	No coal purchased on account of strike.							
August								
September								
October		27.15	94.13	105.11				227.19
November	378.10	905.13	3,472.09	1,462.16				6,219.08
December	66.09	1,319.12	6,276.01	2,754.18				10,417.00
1903.								
January	7,075.09	5,746.09	12,997.07	10,711.08	4,752.09	2,497.03		43,780.05
February	4,549.16	2,509.17	6,035.04	12,139.17	7,327.00	3,016.04		35,577.18
March	2,270.12	6,337.01	7,733.17	14,993.17	4,635.09	1,762.12		37,733.08
April	1,286.06	1,743.03	6,914.17	7,012.00	246.10	19.03		17,221.19
May	4,871.02	6,320.01	7,431.13	4,581.02		19.10		23,223.08
June	1,107.09	2,589.03	6,689.07	4,381.17	16.15	39.16		14,824.07
	21,605.13	27,498.14	57,645.08	58,143.06	16,978.03	7,354.08		189,225.12
July	1,391.07	1,641.01	3,334.16	5,361.05	132.01	15.06		11,875.16
August	1,251.14	868.04	2,070.04	9,314.04	91.16	49.01		13,645.03
September	642.17	2,914.02	3,860.06	6,568.02	58.06	15.05		14,058.18
October	477.10	2,603.15	1,130.19	6,302.07	153.15			10,668.06
November	336.09	3,324.11	3,379.19	6,483.09	250.11	45.05		13,820.04
December	375.11	2,635.01	5,208.06	12,044.01	72.07			20,335.06
1904.								
January	1,134.09	1,787.18	4,763.15	5,322.10	157.12	26.03		13,192.07
February	263.18	1,712.11	4,769.00	5,893.05	93.02	32.09		12,764.05
March	594.09	2,671.11	5,539.14	10,095.15	19.11			18,921.00
April	965.11	1,836.18	4,403.12	4,583.08		33.07		11,822.16
May	1,289.14	2,369.17	5,093.09	4,809.13	34.06			13,566.19
June	692.17	4,086.02	1,741.15	7,699.19				14,220.13
	9,416.06	28,451.11	45,265.15	84,477.18	1,063.07	216.16		168,891.13

July	234.05	1,732.15	2,486.12	6,328.16				10,782.08
August	1,188.19	2,548.12	3,100.19	11,586.07				18,424.17
September	898.00	1,297.03	1,769.10	7,908.17				11,873.10
October	1,181.06	1,764.03	2,728.01	6,674.05				12,347.15
November	1,490.04	2,304.05	3,212.09	5,845.13				12,852.11
December	1,549.13	1,499.17	3,404.14	5,298.11				11,752.15
1905.								
January	1,103.14	2,203.17	1,982.04	5,639.18				10,928.13
February	1,522.17	2,180.00	2,942.18	5,332.15				11,976.10
March	1,799.13	1,936.05	3,514.12	11,637.01				18,887.11
April	2,025.03	2,124.02	2,162.19	11,724.07				18,036.11
May	929.02	913.10	3,160.08	5,600.16				10,602.16
June	1,705.07	1,220.04	2,450.09	4,653.16				10,029.16
	15,628.03	21,724.13	32,915.15	88,231.02				156,499.13
July	1,086.03	1,916.12	1,012.02	10,124.04				14,139.01
August	1,160.07	1,905.02	3,208.11	6,104.11				12,378.11
September	958.10	2,297.14	4,986.15	4,232.16				12,475.15
October	1,127.10	3,878.01	3,944.00	7,170.10	534.04			16,654.05
November	1,562.05	3,520.12	1,933.05	7,783.18				14,800.00
December	239.16	2,861.10	4,430.03	7,245.17	89.17			14,867.03
1906.								
January	567.04	3,398.11	6,277.16	11,196.13	214.15			21,594.19
February	1,506.07	4,629.04	4,819.13	12,177.09	294.07			23,227.00
March	965.09	3,409.10	3,709.12	8,359.13	743.14			17,187.18
April								
May	104.01	1,752.17	2,066.16	4,317.16	254.12			8,496.02
June	1,149.14	2,537.06	3,057.18	8,060.10	423.00			15,228.08
	10,167.06	32,176.19	39,446.11	86,773.17	2,554.09			171,049.02
July	2,038.17	4,404.02	3,506.07	8,478.06	220.04			18,647.16
August	1,103.13	8,162.18	2,870.13	9,174.06	23.10			21,335.00
September	999.11	2,775.14	2,634.13	4,785.13	95.04	44.02	23.01	11,357.18
October	2,135.18	4,780.07	3,764.14	5,423.10	913.13			17,018.02
November	1,376.11	3,277.17	2,758.18	6,984.10	56.15			14,454.11
December	482.05	1,003.11	5,155.06	5,724.11				12,365.13
1907.								
January	224.16	1,220.09	3,416.10	5,883.13	546.15			11,292.03
February	950.11	1,442.03	3,312.13	5,866.04	137.17			11,709.06
March	1,093.18	1,728.16	2,870.18	4,182.02	426.14			10,302.08
April	547.12	3,489.11	3,306.06	5,488.03	65.03			12,896.15
May	886.05	3,418.10	3,499.08	4,945.05	618.18			13,368.06
June	1,647.18	3,511.10	5,929.02	6,317.11				17,406.01
	13,487.15	39,215.08	43,025.08	73,253.14	3,104.13	44.02	23.01	172,154.01

a Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 149.—*Hillside Coal and Iron Company.—Statement showing long tons of anthracite coal purchased by the Hillside Co and Iron Company from the Delaware and Hudson Company, under contract, and shipped west from July 1, 1902, to September 30, 1908* [a]—Cont'd.

	Grate.	Egg.	Stove.	Chestnut.	Pea.	Buckwheat.	Rice.	Total.
1907—Continued.								
July	1,570.05	3,301.09	8,359.08	7,035.08				20,266.10
August	686.00	1,874.07	7,502.02	4,653.11				14,716.00
September	1,313.00	2,286.11	3,626.18	5,726.02	301.11			13,254.02
October	1,724.15	3,399.06	4,178.08	5,554.05	36.14			14,893.08
November	2,579.13	4,826.06	5,251.16	5,973.12	307.12			18,948.19
December	790.00	3,908.06	6,295.10	5,608.01	287.09			16,889.06
1908.								
January	231.02	2,176.13	5,200.01	3,523.19	191.00			11,328.15
February		145.12	1,094.10	6,071.03	38.11			7,259.16
March		157.06	566.14	7,046.07				7,770.07
	8,894.15	22,075.16	42,001.07	51,192.08	1,162.17			125,327.03
SUMMARY.								
Year ending June 30, 1903	21,605.13	27,498.14	57,645.08	58,143.06	16,978.03	7,354.08		189,225.12
Year ending June 30, 1904	9,416.06	28,451.11	45,265.15	84,477.18	1,063.07	216.16		168,891.13
Year ending June 30, 1905	15,628.03	21,724.13	32,915.15	88,231.02				158,499.13
Year ending June 30, 1906	10,167.06	32,106.19	39,446.11	86,773.17	2,554.09			171,049.02
Year ending June 30, 1907	13,487.15	39,215.08	45,025.08	73,253.14	3,104.13	44.02	23.01	172,154.01
July 1, 1907, to March 31, 1908	8,894.15	22,075.16	42,001.07	51,192.08	1,162.17			125,327.03
	79,199.18	171,073.01	260,300.04	442,072.05	24,863.09	7,615.06	23.01	985,147.04

[a] Figures to right of decimal points are hundredweights, not hundredths of tons.

GOVERNMENT EXHIBIT No. 150.

HILLSIDE COAL AND IRON COMPANY.

Statement showing average price per gross ton received at Chicago, Ill., by the Hillside Coal and Iron Company for such of the anthracite coal purchased from the Delaware and Hudson Company as was sold by the Crescent Coal and Mining Company for the account of the Hillside Coal and Iron Company each month from July 1, 1902, to April 30, 1908.

[From July 1, 1902, to April 1, 1904, the coal purchased by the Hillside Coal and Iron Company from the Delaware and Hudson Company and sold by the Crescent Coal and Mining Company was sold to the Crescent Coal and Mining Company by the Hillside Coal and Iron Company f. o. b. Carbondale.]

	Grate.	Egg.	Stove.	Chestnut.	Pea.
1904.					
April	$6.4399	$6.7200	$6.7199	$6.7199	.....
May	6.5709	6.8263	6.8302	6.8118	.....
June	6.6995	6.9895	6.9650	6.9730	.....
July	6.9265	7.1353	7.0560	7.1115	.....
August	7.1088	7.2329	7.1735	7.2140	.....
September	7.0591	7.1969	7.2810	7.1932	.....
October	7.0889	7.3419	7.2768	7.3024	.....
November	7.1267	7.3030	7.2895	7.3030	.....
December	6.9986	7.2779	7.2711	7.2695	$5.6389
1905.					
January	7.1433	7.3092	7.2950	7.3209	5.0403
February	7.2293	7.3514	7.2747	7.2961	.....
March	7.0003	7.2809	7.2827	7.2800	.....
April	6.5084	6.7281	6.7233	6.7245	4.7598
May	6.6713	6.8980	6.8033	6.8641	.....
June	6.8130	7.0501	6.9709	7.0079	4.7591
July	6.7849	7.0406	6.9657	7.3253	.....
August	7.0146	7.2198	7.1780	7.2217	.....
September	7.0961	7.3058	7.1191	7.3178	.....
October	7.0171	7.2523	7.2797	7.2599	4.7596
November	7.0328	7.1797	7.1531	7.1039	4.7600
December	7.0003	7.1300	7.2096	7.1686	.....
1906.					
January	7.0470	7.2986	7.3130	7.1232	4.7599
February	7.0423	7.2906	7.2860	7.2628	4.7609
March	7.0002	7.2819	7.2819	7.2450	4.7792
April	7.0294	7.2821	7.2800	7.2839	4.7699
May	6.5558	6.8234	6.8116	6.7877	5.0698
June	6.6874	6.9874	6.9423	6.8450	5.0400
July	7.0559	7.1361	7.0689	7.0652	5.0389
August	6.9661	7.1076	7.1313	7.1042	5.0414
September	7.2371	7.2785	7.3134	7.3226	5.0398
October	7.3140	7.3131	7.2514	7.2074	5.0398
November	.80	7.2779	7.2700	7.2480	5.0800
December	..1711	7.3150	7.2789	7.2395	5.0383
1907.					
January	7.0733	7.2286	7.2053	7.1737	5.0417
February	7.0187	7.2878	7.2801	7.3146	5.0400
March	6.9970	7.2750	7.2459	7.1473	4.7747
April	6.3804	6.6207	6.6467	6.5085	5.0405
May	6.7847	6.8441	6.7243	6.7843	5.0401
June	6.9430	6.8400	6.9775	6.5712	5.0364
July	7.1036	7.1453	6.9791	6.6066	5.0400
August	7.1921	7.1205	7.0179	6.4979	5.0390
September	7.3843	7.1869	7.1430	6.5515	5.6004
October	7.0737	7.2630	6.2312	7.0497	5.4524
November	7.0429	7.1746	7.2015	6.9824	5.4332
December	7.1005	7.0964	7.0120	6.9037	5.7688
1908.					
January	7.1413	7.2514	7.2273	7.0152	5.5335
February	7.0952	7.2897	7.2210	6.6121	5.6004
March	7.0001	7.1606	7.1949	6.7437	5.6019
April	6.4405	6.7199	6.7213	6.7133	.....

GOVERNMENT EXHIBIT No. 151.

AGREEMENT BETWEEN G. B. MARKLE & COMPANY AND LEHIGH VALLEY COAL COMPANY.

This agreement, made this thirtieth day of December, A. D., one thousand eight hundred and eighty-nine (1889), between William Lilly, of Mauch Chunk, Carbon County, Pennsylvania; E. P. Wilbur, of South Bethlehem, Northampton County, Pennsylvania; G. B. Markle, of Portland, Oregon; John Markle, Alvan Markle, Clora Markle, and Ida Markle, all of Hazleton, Luzerne County, Pennsylvania, trading under the firm name of G. B. Markle and Company, of the first part, and The Lehigh Valley Coal Company of the second part.

The said parties of the first and second parts for and in consideration of one dollar to each of them in hand paid, receipt of which is hereby acknowledged, as well as for other valuable considerations and of the mutual covenants herein contained, do hereby covenant and agree as follows, to wit:

First. The party of the first part will at all times during the period from January first, eighteen hundred and ninety (1890), until January first, nineteen hundred and twenty (1920), mine coal from all the lands and properties in Luzerne County, Pennsylvania, which they hold in fee simple and by leases, said mined coal to be prepared for market in a thoroughly merchantable manner, and so far as possible will arrange the machinery for such preparation as to produce coal in such proportions as to sizes as may be demanded by the general condition of the market for coal from time to time during the continuance of this agreement, and will consign for sale to the party of the second part (upon the terms hereinafter stated) all the coal mined and prepared for market by the party of the first part from the lands aforesaid, and the party of the second part covenants and agrees to receive said coal and use its best endeavors to sell the same: Provided, however, that the party of the first part may without so consigning sell their coal direct to the Lehigh Valley Railroad Company and for local consumption at Hazleton and Jeddo and their immediate vicinities. The said party of the first part hereby further agree that if at any time they should ship coal upon the order of the party of the second part which is not in merchantable condition, and which shall require to be reprepared, the cost of putting such coal in proper condition shall be charged to the said party of the first part, provided the party of the first part is first notified in writing of any such coal not being in merchantable condition and a reasonable time given them to examine and dispose of such coal if they so desire.

Second. The party of the second part will during the continuance of this agreement use its best endeavors to keep the collieries of the party of the first part supplied with orders from the various markets in such proportions as to sizes, including lump coal, as the condition of the market may from time to time demand, and in order to give the said collieries the full benefit of any reputation that may now have or hereafter attain, the party of the second part hereby agrees that it will keep such coal as may be shipped by the party of the first part under this agreement separate and apart, and will designate it upon circular price list by such name as may be mutually agreed upon.

GOVERNMENT EXHIBIT No. 151.—*Agreement between G. B. Markle & Company and Lehigh Valley Coal Company*—Continued.

Third. The party of the second part will place on every order sent the party of the first part for direct shipments in cars from mines to consignee the price at the mines for each size of coal on such orders; the party of the first part having the right to accept or reject the price named in any such orders, and of all such orders, the price for which shall be accepted by the party of the first part, the party of the second part hereby guarantees the payment at the prices so marked on each order or part of order filled by the party of the first part: Provided, however, that in cases where shipments are refused by the consignee for any cause, after the party of the second part has used its best endeavors to procure their acceptance (which it agrees to do), and have to be resold by the party of the second part, or for any cause beyond the control of the party of the second part it is unable to realize the prices noted on the mine order, the party of the first part will consider and treat the sale of such shipments as new sales, and the party of the second part may settle accordingly: Provided, always, that the party of the first part may fix the price to be realized on such resales. The said party of the first part further covenant and agree that upon such sales of coal as may be made by them to parties other than the party of the second part, they will assume all risk and will not call upon the said party of the second part to guarantee same. The said party of the second part will hold the party of the first part harmless from all damages that may arise from the nonfulfilment of all orders of the party of the second part accepted by the party of the first part and not shipped by reason of strikes, accidents, or other causes that the party of the first part do not control: Provided, that upon the resumption of mining by the party of the first part, if the parties ordering still insist upon holding the party of the second part liable for the coal ordered by them, then the party of the first part will fill said orders. The party of the second part will at all times during the continuance of this agreement pay such tolls and freights as may from time to time be demanded by the Lehigh Valley and other railroad companies upon coal shipped by the party of the first part upon the orders of the said party of the second part from lands aforementioned: Provided, however, that nothing herein contained shall be construed as requiring the said party of the second part to pay said tolls and freights for any longer time than the continuance of this agreement.

Fourth. Settlements for the shipments of coal made by the party of the first part to the party of the second part shall be regulated as follows, to wit:

(A) All shipments by the party of the first part upon the orders of the party of the second part to be settled monthly at the prices so marked upon the orders or otherwise as herein provided, less a commission of twelve and one-half (12½) cents per ton.

(B) All shipments of coal made by the party of the first part to "stocking points" of the Lehigh Valley Railroad Company (such stocking points to be agreed upon from time to time by the parties to this agreement) shall be settled for at prices realized for the coal at such points less the tolls and shipping expenses charged by the railroad or the transportation companies carrying said coal and less a commission of twelve and one-half (12½) cents per ton; and the

GOVERNMENT EXHIBIT No. 151.—*Agreement between G. B. Markle & Company and Lehigh Valley Coal Company*—Continued.

prices for coal shipped by the party of the first part to the aforementioned stocking points shall be maintained at such rates as may be mutually agreed upon from time to time.

(C) All settlements for the sale and delivery of coal shall be made upon the twentieth (20th) of each month for the business of the previous month; and an interest account shall be maintained which shall be computed upon the cash credits and charges as they may stand upon that date, and at such rates as may be agreed upon from time to time.

Fifth. It is further mutually covenanted and agreed that should the market at any time assume such a position that the product from the mines of the party of the first part can not be sold at the prices fixed or established as aforesaid by the party of the first part, the party of the second part may demand that the party of the first part shall, and the party of the first part hereby agree that they will, curtail the output from said collieries in such a manner as may be rendered necessary by the condition of the market for coal from the aforesaid collieries, provided that they shall not be asked to curtail except in proportion with miners of similar coal shipping to the party of the second part; and provided further, that in case the party of the first part is asked by the party of the second part to curtail their shipments to a greater extent than their proportion with miners shipping similar coal to the party of the second part, that then the said party of the first part shall be free to sell their coal in the general market.

Sixth. It is further mutually understood and agreed that the foregoing agreement shall remain in full force from January first, eighteen hundred and ninety (1890), until January first, nineteen hundred and twenty (1920).

Seventh. All the covenants and agreements herein contained shall be binding upon the heirs, executors, administrators, successors and assigns of the parties hereto.

In witness whereof the said parties of the first part have hereunto set their hands and seals, and the said party of the second part has caused its corporate seal, duly attested, to be hereunto affixed, the day and year first above written.

(Sig.) WM. LILLY. [SEAL.]
" E. P. WILBUR. [SEAL.]
" GEO. B. MARKLE. [SEAL.]
" JNO. MARKLE. [SEAL.]
" ALVAN MARKLE. [SEAL.]
" CLORA MARKLE. [SEAL.]
" IDA MARKLE. [SEAL.]
" G. B. MARKLE & CO. [SEAL.]

THE LEHIGH VALLEY COAL COMPANY,
(Sig.) By CHAS. HARTSHORNE, *Vice-Prest.*
[SEAL.] Attest:
(Sig.) JNO. R. FANSHAWE, *Sec'y.*

Signed, sealed, and delivered in the presence of—
(Sig.) R. M. GUMMERE, as to all except Alvan Markle.
As to Alvan Markle—
(Sig.) W. H. SMITH, Jr.

GOVERNMENT EXHIBIT No. 152.

PLAN FOR GOVERNMENT OF ANTHRACITE COAL TRADE FOR YEAR 1876.

We, the undersigned committee, submit the following plan for the government of the anthracite coal trade to competitive points for the year 1876, viz:

I. Competitive tonnage shall embrace all coal which, for final consumption or in transitu, reaches any point upon the Hudson River or the bay of New York, or which passes out of the capes of the Delaware, including all sizes except pea coal: provided that nothing shall be accounted as pea coal which will not pass through a screen mesh of three-quarters of an inch square.

II. For the purpose of making a prorata distribution, the competitive tonnage for the year 1876, i. e., from January 1st to December 31st, shall be assumed to be eight million five hundred thousand tons, which amount shall be divided among the several parties hereto as follows:

Phila. & Reading Railroad Co., 25.57 per cent or	2,173,450
Del. & Hudson Canal Co., 18.18 per cent or	1,545,300
Central R. R. of New Jersey, 15.98 per cent or	1,358,300
Lehigh Valley R. R., 15.80 per cent or	1,343,000
Del., Lack. & Westn. R. R. Co., 13.65 per cent or	1,160,250
Pennsylvania Coal Co., 10.82 per cent or	919,700
	8,500,000

III. That the aggregate tonnage awarded to each interest, as above, shall, prior to February 20th, be divided by each into monthly shipments for the entire season, including in such division the actual shipments for the period of the year already elapsed; and when such division is made, and approved by the Board of Control, it shall represent the monthly quota of each interest for each month respectively. If during any month the aggregate shipments to competitive points exceed or are less than the aggregate of all the monthly quotas for such month, the excess or deficiency, as the case may be, shall be distributed to or be borne by the several interests in the proportion of their respective yearly quotas; the object being that any excess or diminution of tonnage over or under the assumed amount of eight million five hundred thousand tons shall be divided according to the yearly quotas, and not according to the monthly quotas of the months in which such excess or diminution occurs; so that at the end of the year the entire competitive tonnage shall be divided amongst all the interests in the exact proportion of their respective yearly quotas.

IV. That on or before the tenth day of each month each interest shall make a return to the secretary of the Board of Control of the entire coal production and shipments of its region or district, giving the origin of all coal tonnage, with such detail of the destination and distribution thereof into local and competitive as may be required by the secretary, in order to enable him to examine into and vouch the correctness of the several items; and in addition thereto, the shipping

GOVERNMENT EXHIBIT No. 162.—*Plan for government of anthracite coal trade for year 1876*—Continued.

books and tonnage accounts of each company shall at all times be open to the inspection and examination of any member of the association, or of his authorized agent.

V. That at the meeting of the Board of Control, held next preceding the twentieth of each month, the secretary shall make return, showing the actual shipments of each interest for the preceding month, together with the excess or deficiency of each, calculated as herein above provided; and thereupon each interest which is in excess of its proper shipment shall pay to the secretary and treasurer the sum of one dollar and fifty cents for each ton of such excess, for distribution by the said secretary and treasurer, at the rate of one dollar and fifty cents per ton, amongst those who have fallen short of the amount due to them in said month.

VI. That a committee of six, consisting of one representative from each interest, to be named by such interest, be appointed as a Board of Control for the year, who shall elect one of their members as president, and another as secretary and treasurer, and who shall meet at least once a month, and as much oftener as they may determine to be necessary; and who shall have power—

(a) To establish from time to time the monthly prices at which coal shall be sold.

(b) To provide for the increase or curtailment of the total quantity to be shipped to competitive points in any month, according to the requirements of the market.

(c) To provide for the collection, from time to time, from all the members, in the proportion of their yearly quotas, any funds which may be necessary to pay the expenses incurred or authorized by the Board of Control.

(d) To employ the services of an expert accountant, as an assistant to the secretary and treasurer, to keep the tonnage accounts of the several companies; and to receive, examine, and report upon the tonnage returns received from each interest.

VII. That in establishing prices for coals, the white ash coal of the different regions shall be the basis; and for such coals the price f. o. b. in New York shall be thirty-five cents per ton above the f. o. b. price in Philadelphia for all sizes except chestnut coal, which, at the option of the Philadelphia and Reading Coal and Iron Company, may be seventy cents per ton less in Philadelphia than in New York. Provided, that any interest may adopt any higher prices for all or any of its coals than those established by the Board of Control, but Lehigh lump coal shall be fifty cents higher than other white ash lump coal.

VIII. That no commissions shall be allowed on any sales of coal; and in lieu thereof there shall be a contractors' circular price established for each month for all such yearly contractors as shall, prior to April 1st, make application, which shall be accepted for a fixed amount of coal to be taken during the year in regular monthly installments, which price shall be twenty cents per ton less than the general circular rate at which transient orders are taken, the form of such contracts to be approved by the board of control.

GOVERNMENT EXHIBIT No. 152.—*Plan for government of anthracite coal trade for year 1876*—Continued.

IX. The contractors' prices for the month of March be as follows, f. o. b. in New York:

Lump	$4.40	Egg	$4.70
Steamer	4.50	Stove	5.30
Grate	4.60	Chestnut	4.50

X. That season contracts with consumers only be made for lump, steamer, broken, and chestnut coals at the following rates, viz, f. o. b. New York:

	Lump.	Steamer.	Broken.	Chestnut.
March and April	4.20	4.30	4.40	4.30
May	4.25	4.35	4.45	4.35
June	4.30	4.40	4.50	4.40
July	4.35	4.45	4.55	4.45
August	4.40	4.50	4.60	4.50
September	4.45	4.55	4.65	4.55
October	4.50	4.60	4.70	4.60
November	4.55	4.65	4.75	4.65
December	4.60	4.70	4.80	4.70

And at thirty-five cents per ton less f. o. b. in Philadelphia, except for chestnut coal, which may be seventy cents per ton less than the f. o. b. price in New York, it being provided that all such contracts shall be made in writing prior to April 1st, and that no commissions or allowances of any kind be made thereon, and that no such contracts be made with any other than a consumer of coal.

XI. That all sales to be made for cash, or with seven per cent interest added in all cases for any deferred payment, the interest to commence from date of the B/L; and all deliveries of coal be charged at the circular prices current in the month when the delivery is made; and under no circumstances shall any coal shipped in one month be charged at the circular prices of a preceding month unless the purchaser had a vessel at the shipping point ready to receive the coal before the expiration of the previous month and was actually entitled to receive the coal during such previous month.

XII. That no coal shall be sold by any party in any other manner than is above provided or at any less prices, either directly or indirectly, than those above named or which may from time to time be established as the monthly circular rates by the Board of Control.

XIII. That nothing but competitive tonnage shall be subject to the direction of the Board of Control, and that each interest shall have the absolute and exclusive control of its local trade.

XIV. That each transporting company shall be held responsible for the faithful adherence to these regulations on the part of all individual shippers using its lines to carry coal to competitive points.

Respectfully submitted.

(Signed) THOS. DICKSON,
F. B. GOWEN,
Committee.

NEW YORK, *February 18, 1876.*

GOVERNMENT EXHIBIT No. 152.—*Plan for government of anthracite coal trade for year 1876*—Continued.

We, the undersigned, hereby agree with each other that our respective interests shall be bound by the foregoing report, and that we will in all respects abide by the same in the shipment and sale of coal to competitive points for the year eighteen hundred and seventy-six, and we hereby name the person set opposite our respective names as our representative in the Board of Control provided for by the said agreement. Witness our hands this eighteenth day of February, A. D. 1876.

Signatures.	Name of representative in board of control.
For the Delaware & Hudson Canal Co. interest, THOS. DICKSON.	THOS. DICKSON.
For the Central R. R. of New Jersey interest, JOHN TAYLOR JOHNSTON.	CHARLES PARRISH.
For the Lehigh Valley R. R. interest, A. PARDEE.	A. PARDEE.
For the Delaware, Lackawanna & Western R. R. Co., SAM SLOAN, *Pres.*	SAM SLOAN.
For the Pennsylvania Coal Co., GEO. A. HOYT, *V.-Pres.*	GEO. A. HOYT.
For the Philadelphia & Reading R. R. Co. interest, FRANKLIN B. GOWEN.	F. B. GOWEN.

SUMMIT BRANCH RAILROAD COMPANY,
OFFICE OF THE PRESIDENT,
Philadelphia, February 16th, '76.

FRANKLIN B. GOWEN, Esqre.,
President, etc., etc.

MY DEAR SIR: In response to your inquiry of this morning whether, as we would not become a member of the coal association, our several coal companies would not agree that shipments of coal by them to competitive points eastward for 1876 should not exceed the shipments made from Philadelphia by the capes of Delaware and from Amboy last year, and whether we would not at the same time agree to maintain rates as heretofore, I beg to state that our several coal companies will agree that their shipments to those points for 1876 shall not be increased over those of last year, and that they will maintain rates as heretofore, if your coal association should continue its organization and maintain its business arrangements as during the past year.

Trusting that this will be satisfactory to yourself and your association, I am,

Very truly, yours, (Signed) THOMAS A. SCOTT,
President Coal Cos.

GOVERNMENT EXHIBIT No. 153.

ERIE RAILROAD COMPANY. STOCKHOLDERS' MEETING. MARCH 11, 1898, 11 A. M.

(Increase of capital stock.)

At a special meeting of the stockholders of the Erie Railroad Company, held at the office of the company, 21 Cortlandt street, in the city of New York, on Friday, the 11th day of March, 1898, at eleven o'clock in the forenoon, the following proceedings were had:

Mr. E. B. Thomas was unanimously chosen to be chairman, and Mr. J. A. Middleton was unanimously chosen to be secretary, of the meeting.

The secretary then read the call of the meeting, including the form of notice therein authorized, adopted by the board of directors at its eighteenth meeting, held February 18, 1898, which call and notice were as follows:

"A special meeting of the stockholders of the Erie Railroad Company has been called, and will be held at the office of the said company, at No. 21 Cortlandt street, in the city of New York, on Friday, the 11th day of March, 1898, at 11 o'clock in the forenoon, for the purpose of voting upon a proposition to increase the present capital stock of the Erie Railroad Company to the total authorized amount of $172,000,000, to consist of 1,720,000 shares of the par value of $100 per share, such increase to be made by the addition of 130,000 shares of first preferred stock and of 130,000 shares of common stock, of $100 per share each, so as to provide for the amounts of stock necessary to be issued in exchange for the like amount of the capital stock of the stockholders of the New York, Susquehanna and Western Railroad Company, upon the terms and conditions agreed upon, or to be agreed upon, between the Erie Railroad Company and the New York, Susquehanna and Western Railroad Company, in accordance with the provisions of the lease of the railroad of the New York, Susquehanna and Western Railroad Company to the Erie Railroad Company, and in order to comply with the requirements of said lease."

The secretary then produced proper proof that such notice had been served upon each stockholder personally, and that admissions of sufficient notice and a waiver and consent (substantially in the form hereinafter set forth) had been obtained from each and every stockholder of the company.

FORM OF WAIVER.

The undersigned, a stockholder of the Erie Railroad Company, hereby admits due and timely service of a notice of a stockholders' meeting to be held at No. 21 Cortlandt street, New York, on March 11th, 1898, at 11 o'clock in the forenoon, specially called for the purpose of increasing the capital stock of the Erie Railroad Company from $146,000,000 to $172,000,000, by addi[illegible] thereto 130,000 shares of first preferred stock and 130,000 shares of common stock of the par value of $100 per share each.

GOVERNMENT EXHIBIT No. 153.—*Erie Railroad Company. Stockholders' meeting. March 11, 1898, 11 a. m.*—Continued.

The undersigned waives any other notice of such meeting and the lapse of any prescribed period of time before the holding thereof, and hereby authorizes and approves the proposed increase of the capital stock.

And the undersigned appoints and constitutes ——— and ———, and each and every of them, severally and individually, with full power of substitution to be the proxy of the undersigned, and as such proxy to vote at said meeting and at any adjournment thereof, in favor of the proposed increase of the capital stock of the Erie Railroad Company.

In presence of:

Mr. F. L. Stetson thereupon offered the following resolution, to wit:

"*Resolved*, That the capital stock of the Erie Railroad Company be increased from the present amount thereof—to wit, one hundred and forty-six million dollars ($146,000,000), consisting of one million four hundred and sixty thousand (1,460,000) shares of the par value of one hundred dollars ($100) each—to the amount of one hundred and seventy-two million dollars ($172,000,000), consisting of one million seven hundred and twenty thousand (1,720,000) shares, of the par value of one hundred dollars ($100) each; that such increase of twenty-six million dollars ($26,000,000) be made by the issue or issues of the additional amount of one hundred and thirty thousand (130,000) shares of first preferred stock of the par value of one hundred dollars ($100) each, and the additional amount of one hundred and thirty thousand (130,000) shares of common stock of the par value of one hundred dollars ($100) each, so as to provide thirteen million dollars ($13,000,000) first preferred stock, and thirteen million dollars ($13,000,000) common stock, to be issued in exchange for the like amount of the capital stock of the stockholders of the New York, Susquehanna and Western Railroad Company, upon the terms or conditions agreed upon, or to be agreed upon, between the Erie Railroad Company, and the New York, Susquehanna and Western Railroad Company, in accordance with the provisions of the instrument of lease of the railroad of the New York, Susquehanna and Western Railroad Company to the Erie Railroad Company, dated February 24, 1898, and in order to comply with the requirements of said lease."

A ballot having been ordered, whereat the holders of each class of stock should vote separately for or against said resolution and increase, Messrs. C. H. Bickell, Stephen Horn, and P. W. Quinn were appointed inspectors of election, and, having taken the oath prescribed by section 28 of the stock corporation law, they entered upon the discharge of their duties.

The polls were then opened for the reception of the votes of the holders of the first preferred stock of the company, and remained open until the holder of every share of the first preferred stock had voted.

The polls were then opened for the reception of the votes of the holders of the second preferred stock of the company, and remained

GOVERNMENT EXHIBIT No. 153.—*Erie Railroad Company. Stockholders' meeting. March 11, 1898, 11 a. m.*—Continued.

open until the holder of every share of the second preferred stock had voted.

The polls were then opened for the reception of the votes of the holders of the common stock of the company, and remained open until the holder of every share of the common stock had voted.

Thereupon, the polls being closed,

The inspectors reported that the holders of the whole amount of the first preferred stock, and the holders of the whole amount of the second preferred stock, and the holders of the whole amount of the common stock of the corporation (the holders of each class of stock having voted separately) had voted for and in favor of the said resolution of Mr. Stetson and had consented to the increase of the capital stock of the Erie Railroad Company from $146,000,000 to $172,000,000, such increase of $26,000,000 to be made by the issue or issues of the additional amount of 130,000 shares of first preferred stock of the par value of $100 each, and of the additional amount of 130,000 shares of common stock of the par value of $100 each, so as to provide $13,000,000 of first preferred stock and $13,000,000 of common stock, to be issued in exchange for the like amount of the capital stock of the stockholders of the New York, Susquehanna and Western Railroad Company, upon the terms or conditions agreed upon, or to be agreed upon, by and between the Erie Railroad Company and the New York, Susquehanna and Western Railroad Company, in accordance with the provisions of the instrument of lease of the railroad of the New York, Susquehanna and Western Railroad Company to the Erie Railroad Company, dated February 24, 1898, and in order to comply with the requirements of said lease.

Mr. Stetson thereupon presented the following resolution, which was adopted by the affirmative vote of every member of the corporation:

"*Resolved*, That the chairman and the secretary of this meeting be, and hereby they are, authorized and directed to make, sign, verify, acknowledge, and file, in the office of the clerk of the county of New York, and a duplicate in the office of the secretary of state at Albany (after there shall have been endorsed thereon the approval of the board of railroad commissioners), a certificate of the proceedings of this meeting for the increase of the capital stock of the Erie Railroad Company, showing a compliance with the provisions of the stock corporation law and of section 46 thereof, such certificate to be substantially in the following form:"

[Then follows form of certificate of stock increase.]

Upon motion, the board of directors and the officers of this company were authorized and directed to do all acts necessary to carry into effect the proceedings for the increase of the capital stock as herein authorized, including the obtaining of the approval of the railroad commissioners and the payment of the state tax thereupon.

The meeting thereupon adjourned.

(Sgd.) J. A. MIDDLETON, *Secretary*.

GOVERNMENT EXHIBIT No. 154.

NOTICE.

ERIE RAILROAD COMPANY,
21 CORTLANDT STREET,
New York, March 18th, 1898.

To all stockholders of the New York, Susquehanna & Western Railroad Company:

The Erie Railroad Company, by proper corporate action, having increased its capital stock by 130,000 shares of first preferred stock and 130,000 shares of common stock, notice is given to holders of the capital stock of the New York, Susquehanna & Western Railroad Company, that in exchange for certificates of stock of said last-named company, duly endorsed for transfer and delivered to the Erie Railroad Company through Messrs. J. P. Morgan & Company (23 Wall street, New York), there will be delivered temporary receipts which shall entitle the holder, not later than the first day of June, 1898, and upon surrender of such receipt, to receive therefor stock of the Erie Railroad Company at the following rates, viz:

Nine-tenths of one share of first preferred stock of the Erie Railroad Company for each and every share of the preferred stock of the New York, Susquehanna & Western Railroad Company specified in such receipt.

One share of common stock of the Erie Railroad Company for each and every share of the common stock of the New York, Susquehanna & Western Railroad Company specified in such receipt.

The certificates for Erie stock will be in the form of stock trust certificates identical with those now listed on the New York Stock Exchange.

Such certificates not being issuable for less than one share each, suitable adjustment in cash will be made for fractions of a share resulting upon these exchanges.

If for any reason the Erie Railroad stock trust certificates shall not be ready for delivery on or before the first day of June, 1898, a certificate for the New York, Susquehanna & Western Railroad Company's stock, to the amount stated in each receipt, will, without charge, be returned upon surrender of such receipt.

The right is reserved to withdraw this offer at any time and without previous notice.

By order of the board of directors.

ERIE RAILROAD COMPANY,
By E. B. THOMAS, *President.*

GOVERNMENT EXHIBIT No. 155.

CIRCULAR NOTICE OF DIRECTORS OF ERIE RAILROAD COMPANY TO HOLDERS OF STOCK TRUST CERTIFICATES FOR FIRST PREFERRED, SECOND PREFERRED, AND COMMON STOCK OF ERIE RAILROAD COMPANY.

NEW YORK, *January 10, 1901.*

To the holders of the stock trust certificates for the first preferred, second preferred, and common stock of the Erie Railroad Company:

For some time past your officers have believed that it would be to the great advantage of the Erie Railroad Company to make permanent arrangements for continuing the connection and the business of the Pennsylvania Coal Company and of the Erie and Wyoming Valley Railroad Company, which, during many years, have been built upon, and finally have become most important feeders of, the Erie Railroad; especially in view of the fact that recently the connection and the relations of the Erie Railroad Company with these properties have been seriously threatened.

Upon their own independent, personal responsibility, and upon their own account, but having in view the protection and advancement of the interests of the Erie Railroad Company, and with its knowledge, Messrs. J. P. Morgan & Co. have purchased, or have entered into an agreement to purchase, the capital stock of the Erie and Wyoming Valley Railroad Company and the Delaware Valley and Kingston Railroad Company, and at least a majority of the capital stock of the Pennsylvania Coal Company.

Messrs. J. P. Morgan & Co., at the request of your officers, now have offered to sell to the Erie Railroad Company all of the capital stock of the Erie and Wyoming Valley Railroad Company and of the Delaware Valley and Kingston Railroad Company, and all of the capital stock of the Pennsylvania Coal Company, being not less than a majority thereof, acquired or to be acquired by them, in such manner that, in exchange and payment therefor, they shall receive 50,000 shares of the first preferred stock of the Erie Railroad Company, and also $32,000,000 par value of the gold bonds of this company, bearing four per cent interest and payable in fifty years; such bonds to be secured collaterally by the pledge of all shares of stock of the Erie and Wyoming Valley Railroad Company and of the Delaware Valley and Kingston Railroad Company and of the Pennsylvania Coal Company, owned by the Erie Railroad Company, and of fifty-one per cent of the shares of stock of the New York, Susquehanna and Western Railroad Company.

At its meeting held on the tenth day of January, 1901, the board of directors of the Erie Railroad Company, by the affirmative vote of every member present (not including any of the members of Messrs J. P. Morgan & Co.), resolved that for the purposes of the Erie Railroad Company it was desirable to accept the offer of Messrs. J. P. Morgan & Co., and to conclude such purchase of the stock of the Pennsylvania Coal Company and of the Erie and Wyoming Valley Railroad Company and of the Delaware Valley and Kingston Railroad Company upon the terms of such offer; it being understood that the $5,000,000 first preferred stock to be issued to Messrs. J. P.

GOVERNMENT EXHIBIT No. 155.—*Circular notice of directors of Erie Railroad Company to holders of stock trust certificates for first preferred, second preferred, and common stock of Erie Railroad Company*—Continued.

Morgan & Co. will be issued in the form of voting trust certificates under the terms of the plan of reorganization of the former New York, Lake Erie and Western Railroad Company.

Accordingly, the board of directors has called a meeting of stockholders for the purpose of voting upon the proposition to increase the first preferred stock to the extent of $5,000,000 and for a confirmation of the vote to issue fifty-year four per cent gold bonds of the Erie Railroad Company for the principal sum of $36,000,000, of which at least $4,000,000 bonds are to be reserved for the betterment of the properties represented by the stocks to be acquired, and not more than $32,000,000 bonds, in connection with the $5,000,000 first preferred stock, are to be issued and delivered to Messrs. J. P. Morgan & Co., in payment for such stocks so to be acquired from them; upon condition, however, that they shall transfer all of the stock of the Erie and Wyoming Valley Railroad Company, and all the stock of the Delaware Valley and Kingston Railroad Company, and not less than a majority of the stock of the Pennsylvania Coal Company; and that, to the extent that they shall deliver less than all of the stock of the Pennsylvania Coal Company, the amount of bonds deliverable to them by way of payment shall be ratably reduced.

In due time the board of directors will request the voting trustees to vote in favor of these several propositions, and in so doing your directors desire to be supported by the holders of the stock trust certificates to an extent as large as possible. If these purposes commend themselves to you, you are respectfully requested, at the earliest possible moment, to address to the voting trustees a letter in the form inclosed, and to return the same in the accompanying envelope to J. A. Middleton, secretary Erie Railroad Company, 21 Cortlandt street, New York.

Your board of directors has given the matter much consideration, and is clearly of the opinion that what is now recommended is not only of great importance in assuring the continuance of the present volume of business of your company, but will result in additional net profits from the proposed investment in the stock of the Pennsylvania Coal Company and of the Erie and Wyoming Valley Railroad Company.

This circular notice expresses the judgment and has received the signature of every director of the Erie Railroad Company (Messrs. Bacon and Steele having refrained from acting solely because of their membership in the firm of J. P. Morgan & Co., the vendors).

(Sgd.) JNO. LOWBER WELSH,
E. B. THOMAS,
JAS. J. HILL,
J. G. MCCULLOUGH,
FRANCIS LYNDE STETSON,
ABRAM S. HEWITT,
N. B. REAM,
SAMUEL SPENCER,
ROBERT M. GALLAWAY,
A. E. ORR,
D. O. MILLS,
Directors of Erie Railroad Company.

GOVERNMENT EXHIBIT No. 155.—*Circular notice of directors of Erie Railroad Company to holders of stock trust certificates for first preferred, second preferred, and common stock of Erie Railroad Company*—Continued.

Referring to the above letter of the Erie Railroad Company, and the action of the directors therein mentioned, we strongly recommend all holders of stock trust certificates of the Erie Railroad Company to signify their approval of the proposed acquisition of stock of the Pennsylvania Coal Company and of the Erie and Wyoming Valley Railroad Company in the manner and upon the terms therein proposed.

J. PIERPONT MORGAN,
LOUIS FITZGERALD,
C. TENNANT,
Voting Trustees.

GOVERNMENT EXHIBIT No. 156.

TEMPLE IRON COMPANY.

Membership of the board of directors, 1898 to 1908, inclusive.

Name.	Residence.
1898.	
George F. Baer	Reading, Penna.
Bentley H. Smith	Do.
L. Heber Smith	Do.
Frank C. Smink	Do.
Albert Broden	Do.
1899 and 1900.	
Thomas H. Watkins	Scranton, Penna.
George F. Baer	Reading, Penna.
Alfred Walter	South Bethlehem, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
F. C. Smink	Reading, Penna.
Bentley H. Smith	Do.
1901.	
George F. Baer	Reading, Penna.
W. H. Truesdale	New York City, N. Y.
Alfred Walter	South Bethlehem, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
E. B. Thomas	New York City, N. Y.
Thos. P. Fowler	Do.
Bentley H. Smith	Reading, Penna.
F. C. Smink	Do.
1902.	
George F. Baer	Reading, Penna.
Alfred Walter	South Bethlehem, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
I. A. Stearns	Do.
Thos. P. Fowler	Do.
R. M. Olyphant	Do.
1903.	
George F. Baer	Reading, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
I. A. Stearns	Do.
Thos. P. Fowler	Do.
F. D. Underwood	Do.
Albert Broden	Reading, Penna.

Name.	Residence.
1904.	
George F. Baer	Reading, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
I. A. Stearns	Do.
Thos. P. Fowler	Do.
F. D. Underwood	Do.
Albert Broden	Reading, Penna.
1905.	
George F. Baer	Reading, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
I. A. Stearns	Do.
Thos. P. Fowler	Do.
F. D. Underwood	Do.
Albert Broden	Reading, Penna.
1906.	
George F. Baer	Reading, Penna.
J. R. Maxwell	New York City, N. Y.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
Thos. P. Fowler	Do.
F. D. Underwood	Do.
F. C. Smink	Reading, Penna.
Albert Broden	Do.
1907.	
George F. Baer	Reading, Penna.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
F. D. Underwood	Do.
E. B. Thomas	Do.
Thos. P. Fowler	Do.
Albert Broden	Reading, Penna.
F. C. Smink	Do.
Geo. B. Connard	Do.
1908.	
George F. Baer	Reading, Penna.
Joseph S. Harris	Philadelphia, Penna.
W. H. Truesdale	New York City, N. Y.
E. B. Thomas	Do.
F. D. Underwood	Do.
Thos. P. Fowler	Do.
F. C. Smink	Reading, Penna.
Albert Broden	Do.
W. J. Richards	Do.

GOVERNMENT EXHIBIT No. 157.

Tabulated estimate showing the approximate future supply of coal tonnage of the various railroads having access to the Pennsylvania anthracite coal fields.

Railroads.	Wyoming or northern region. Area, 176 square miles.		Lehigh region. Eastern middle field, and Panther Creek basin. Area, 45 square miles		Schuylkill region. Western middle or Mahanoy-Shamokin field. Area, 94 square miles.		Schuylkill region. Southern or Pottsville field. Area, 169 square miles.		Totals. Area, 484 miles.			Tonnage shipments, 1895.	Duration based on 1895 tonnage shipments.
	Area of coal lands covering 4-foot beds.	Unmined tonnage.	Area of coal lands covering 3-foot beds.	Unmined tonnage.	Area of coal lands covering 3-foot beds.	Unmined tonnage.	Area of coal lands covering 3-foot beds.	Unmined tonnage.	Total area.	Contents, in footacres, unmined January 1, 1896.a	Total unmined tonnage, 650 tons per footacre.b		
Del., Lack. & West. R. R. Co.:													
Tonnage owned	16,229	300,853,150	.....		.....	.....	.....	.....	16,229	462,851	300,853,150	.....	.....
Tonnage by contract	6,519	31,478,850	.....		.....	.....	.....	.....	6,519	48,429	31,478,850	.....	.....
Total	22,748	332,332,000	.....		.....	.....	.....	.....	22,748	511,280	332,332,000	6,129,260	54 yrs.
Del. & Hudson Canal Co.:													
Tonnage owned	16,578	115,823,200	.....		.....	.....	.....	.....	16,578	178,188	115,823,200	.....	.....
Tonnage by contract	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	16,578	115,823,200	.....		.....	.....	.....	.....	16,578	178,188	115,823,200	4,347,843	26 yrs.
Erie & Wyom'g Val. R. R. Co.:													
Tonnage owned	11,643	94,876,600	.....		.....	.....	.....	.....	11,643	145,964	94,876,600	.....	.....
Tonnage by contract	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	11,643	94,876,600	.....		.....	.....	.....	.....	11,643	145,964	94,876,600	1,745,832	54 yrs.
Erie Railroad Co.:													
Tonnage owned	5,998	34,718,100	.....		.....	.....	.....	.....	5,998	53,414	34,718,100	.....	.....
Tonnage by contract	1,745	4,161,300	.....		.....	.....	.....	.....	1,745	6,402	4,161,300	.....	.....
Total	7,745	38,879,400	.....		.....	.....	.....	.....	7,743	59,816	38,879,400	1,820,038	21 yrs.
N. Y., Ont. & West. R. R. Co.:													
Tonnage owned	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Tonnage by contract	3,664	13,971,100	.....		.....	.....	.....	.....	3,664	21,494	13,971,100	.....	.....
Total	3,664	13,971,100	.....		.....	.....	.....	.....	3,664	21,494	13,971,100	1,434,407	9 yrs.

NOTE.—The figures in this column have been changed to include the probable surplus tonnage due to stripping.

THIS PAGE VERTICAL

N. Y., Susq. & West. R. R. Co.:													
Tonnage owned	2,020	13,551,850							2,020	20,849	13,551,850		
Tonnage by contract	4,182	13,338,650							4,182	20,521	13,338,650		
Total	6,202	26,890,500							6,202	41,370	26,890,500	1,492,244	18 yrs.
Del., Susq. & Sch'kill R. R. Co.:													
Tonnage owned			6,822	67,361,334					6,822	103,632	67,361,334		
Tonnage by contract			486	2,539,866					486	3,908	2,539,866		
Total			7,308	69,901,200					7,308	107,540	69,901,200	1,905,784	35 yrs.
Pennsylvania R. R. Co.:													
Tonnage owned	4,514	86,062,600			6,645	113,233,900	5,415	48,845,550	16,574	381,757	248,142,050		
Tonnage by contract	750	15,283,450	200	1,100,000	696	21,165,300	1,340	30,811,950	2,986	105,170	68,350,700		
Total	5,264	101,346,050	200	1,100,000	7,341	134,399,200	6,755	79,657,500	19,560	486,927	316,502,750	5,025,645	63 yrs.
Cent. R. R. Co. of New Jersey:													
Tonnage owned	12,378	342,660,500	9,335	351,018,900			4,709	170,080,950	26,422	1,328,862	863,760,350		
Tonnage by contract	865	5,040,750	1,426	8,768,600					2,291	21,245	13,809,350		
Total	13,243	347,701,250	10,761	359,787,500			4,709	170,080,950	28,713	1,350,107	877,569,700	5,388,104	163 yrs.
Lehigh Valley R. R. Co.:													
Tonnage owned	9,969	161,212,350	4,062	43,693,000	13,768	244,015,850	8,014	338,279,500	35,803	1,211,078	787,200,700		
Tonnage by contract	2,147	18,187,650	4,775	50,123,400					6,922	105,094	68,311,050		
Total	12,116	179,400,000	8,927	93,816,400	13,768	244,015,850	8,014	338,279,500	42,725	1,316,172	855,511,750	7,360,454	116 yrs.
Philadel. & Reading R. R. Co.:													
Tonnage owned			541	2,135,900	31,406	645,589,100	57,530	1,439,765,600	89,477	3,211,524	2,087,490,600		
Tonnage by contract [d]					2,040	15,709,200	1,052	40,506,700	3,092	86,486	56,215,900		
Total			541	2,135,900	33,446	661,298,300	58,582	1,480,272,300	92,569	3,298,010	2,143,706,500	9,905,059	216 yrs.
Total tonnage owned by railroads	79,329	1,149,758,350	20,750	464,209,134	51,819	1,002,838,850	75,668	1,996,971,600	227,566	7,098,120	4,613,777,934		
Total tonnage controlled by contracts	19,872	101,461,750	6,887	62,531,866	2,736	36,874,500	2,392	71,318,650	31,887	418,749	272,186,766		
Uncontrolled tonnage [e]	1,543	[d] 26,910,650					6,609	[e] 160,911,400	8,152	288,957	187,822,050		
Grand total	100,744	1,278,130,750	27,637	526,741,000	54,555	1,039,713,350	84,669	2,229,201,650	267,605	7,805,826	5,073,786,750	46,545,670	109 yrs.

[a] A foot-acre is an acre of coal bed one foot thick. Two acres of a coal bed 10 feet thick would contain 20 foot-acres.
[b] Mr. Griffith's explanation of his estimate of 650 tons per foot-acre will be found on page 109, March issue of The Bond Record. (Editors.)
[c] This tonnage is contained in undeveloped lands in private hands, still subject to purchase or lease.
[d] The region containing major part of this tonnage is accessible by the Lehigh Valley, Delaware, Lackawanna & Western, Delaware & Hudson, Central of New Jersey and New York, Susquehanna and Western, and remainder accessible also to the Erie & Wyoming Valley, Erie, Ontario & Western and Pennsylvania railroads.
[e] Region accessible by the Philadelphia & Reading, Lehigh Valley, Pennsylvania and Central of New Jersey.

GOVERNMENT EXHIBIT No. 158.

Anthracite tonnage table—1893.

[Showing tonnage mined by the railroads and by their individual shippers.]

	Wyoming or northern region. Coal area, 176½ square miles.			Lehigh region. Eastern Middle and Panther Creek. Area, 45 square miles.			Schuylkill region.						Total shipments.		
							Western Middle or Mahanoy and Shamokin region. Area, 34 square miles.			Southern or Pottsville region. Area, 100 square miles.					
	No. of collieries.	Aggregate daily capacity.	Tonnage.	No. of collieries.	Aggregate daily capacity.	Tonnage.	No. of collieries.	Aggregate daily capacity.	Tonnage.	No. of collieries.	Aggregate daily capacity.	Tonnage.	No. of collieries.	Total aggregate daily capacity.	Total Tonnage.
Delaware, L. & W. collieries	21	18,802	3,440,078										21	18,802	3,440,078
Individual operators	17	11,456	2,385,142										17	11,456	2,385,142
Delaware & Lack. R. R. total shipments	38	30,258	5,802,220										38	30,258	5,802,220
Delaware & Hudson Canal Co. collieries	29	21,851	4,494,354										29	21,851	4,494,354
Individual operators	a 1½	824	124,323										1½	824	124,323
Delaware & Hud. Canal Co., total shipments	30½	22,675	4,618,677										30½	22,675	4,618,677
Pennsylvania Coal Co. collieries	12	9,605	1,821,374										12	9,605	1,821,374
Individual operators	a ½	45	8,778										½	45	8,778
Erie & Wyoming Val. R. R., total shipments	12½	9,650	1,830,152										12½	9,650	1,830,152
Hillside Coal & Iron Co. collieries	6	5,006	978,940										6	5,006	978,940
Individual operators	a 7½	4,509	955,621										7½	4,509	955,621
Erie R. R., total shipments	a 13½	9,515	1,914,561										13½	9,515	1,914,561

N. Y., Ont. & Western, individual operators	a 11½	5,252	1,162,571										11½	5,252	1,162,571
N. Y., Susq. & Western, via D., L. & W., received from individual operators	a 11½	6,244	1,063,183										11½	6,244	1,063,183
Individual:															
Coxe Bros. & Co., operators.				7	4,822	1,258,964							7	4,822	1,258,964
Pardee, operator				4	2,358	598,697							4	2,358	598,697
Delaware, S. & S. R. R., total shipments				11	7,180	1,857,661							11	7,180	1,857,661
Pennsylvania R. R. companies.	4	6,455	1,431,020				2	1,976	499,879	2	2,003	608,933	8	10,434	2,539,832
Individual operators	a 3½	5,881	855,277	1	1,150	332,307	10	5,085	1,081,899				14½	10,096	2,267,483
Pennsylvania R. R. Co., total shipments	7½	10,336	2,284,297	1	1,150	332,307	12	7,061	1,581,778	2	2,003	608,933	22½	20,470	4,807,315
Lehigh & Wilkes-Barre Coal Co.	10	12,645	2,194,370	3	2,193	607,024							13	14,838	2,801,394
Lehigh Coal & Navigation Co.				10	6,407	1,565,778							10	6,407	1,565,778
Individual operators	a 6½	5,526	657,953	5	2,560	662,280				2	150	48,236	13½	8,236	1,368,978
Cent. R. R. of N. J., total shipments	16½	16,171	2,852,308	18	11,160	2,835,082				2	150	48,225	36½	27,481	5,736,150
Lehigh Valley Coal Co.	8	5,177	862,347	1	577	110,353	5	3,238	589,114	2	776	162,216	16	9,768	1,724,040
Individual operators	18	11,377	1,975,057	19	9,816	1,862,437	13	7,751	1,124,696				50	28,944	5,062,190
Lehigh Valley R. R., total shipments	26	16,554	2,837,404	20	9,793	1,972,800	18	10,989	1,783,810	2	776	162,216	66	38,112	6,756,230
Philadelphia & Reading Coal & Iron Co.							40	27,269	5,545,970	16	8,354	1,609,846	56	35,833	7,155,816
Individual operators							12	6,081	1,055,365	11	1,525	265,453	23	7,554	1,318,818
Philadelphia & Read. R. R., total shipments							52	33,350	6,601,335	27	9,887	1,875,299	79	43,187	8,474,634
Total shipments, railroad co. collieries	90	79,541	15,231,483	14	9,177	2,283,165	47	32,483	6,634,963	20	11,343	2,380,995	171	132,544	26,530,606
Total shipments, individual operators	77	47,094	9,155,885	56	20,086	4,715,815	35	18,807	3,891,990	15	1,473	311,678	161	87,490	17,498,788
Grand total	167	126,635	24,387,368	50	29,263	6,998,980	82	51,290	9,986,923	33	12,816	2,692,673	332	220,034	b 44,029,344

NOTE.—The collieries which were not shipping in 1893, i. e., idle or new collieries, are not included in this table.
a Many collieries have shipping arrangements with more than one road; in such cases the parts are credited to the several railroads which take the coal.
NOTE.—The shipments, etc., of railroad collieries, in plain type; individual operators, in italics; total shipments, in bold face.
b About 1,000,000 tons of supply and local sales coal included, which was not transported.

GOVERNMENT EXHIBIT No. 159.

CERTIFIED COPY OF PETITION, ANSWERS, AND TESTIMONY OF ALFRED WALTER, IN PROCEEDING OF WILLIAM RANDOLPH HEARST V. PHILADELPHIA AND READING RAILWAY COMPANY ET AL.

UNITED STATES OF AMERICA,
District of Columbia, ss:

Be it known, that a proceeding before the Interstate Commerce Commission, pursuant to the act to regulate commerce, approved February 4, 1887, and the amendments and supplements thereto, was begun November 5, 1902, by the filing of a petition and complaint by William Randolph Hearst against Philadelphia & Reading Railway Company; Lehigh Valley Railroad Company; Delaware, Lackawanna & Western Railroad Company; Central Railroad Company of New Jersey; New York, Susquehanna & Western Railroad Company; Erie Railroad Company; New York, Ontario & Western Railway Company; Delaware & Hudson Company; Pennsylvania Railroad Company; and Baltimore & Ohio Railroad Company; that answers were duly filed therein by said defendant railroad or railway companies and issue was joined in accordance with the rules of practice adopted by said commission, and thereafter witnesses were called and examined and their testimony taken down and filed in said proceeding, among such witnesses being Alfred Walter, called by the petitioner and complainant, who testified on May 24, 1904, being examined by Clarence J. Shearn, esq., solicitor for petitioner and complainant, and by Francis I. Gowen, esq., solicitor for the defendant, Lehigh Valley Railroad Company.

Said petition and complaint and answers and the testimony of said Walter are as follows:

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, petitioner and complainant,

against

PHILADELPHIA AND READING RAILWAY COMPANY, Lehigh Valley Railroad Company, Delaware, Lackawanna & Western Railroad Company, Central Railroad Company of New Jersey, New York, Susquehanna & Western Railroad Company, Erie Railroad Company, New York, Ontario & Western Railway Company, Delaware & Hudson Company, and Pennsylvania Railroad Company, and Baltimore & Ohio Railroad Company, defendants.

Filed Nov. 3, 1902.
Docket No. ——

The petition and complaint of William Randolph Hearst respectfully shows:

That your petitioner is a citizen of the United States, residing in the city of New York, and is of necessity a purchaser of anthracite

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

coal. That your petitioner has been injured by reason of the matters herein complained of, and unless the relief sought herein is granted, your petitioner and thousands of other persons similarly situated in the various localities hereinafter mentioned, and also independent producers of anthracite coal, on whose behalf, as well as on petitioner's own behalf this complaint is made, will sustain further and irreparable injury.

That the defendants above named are common carriers severally engaged in the transportation of passengers and property between points in different States of the United States, and particularly are engaged in the transportation of anthracite and bituminous coals mined in the States of Pennsylvania, Maryland, and West Virginia, and shipped as interstate traffic over their several routes or lines, and as such common carriers are subject to the provisions of an act entitled "An act to regulate commerce, approved February 4, 1887, and the acts amendatory thereof and supplemental thereto."

That the rates charged and exacted by said defendants and each of them for the transportation of anthracite coal in carloads from points in the anthracite coal region of Pennsylvania to New York City and New York Harbor points, and to internal points of destination in the State of New York, to Boston, Boston points, and other points in the New England States, to Baltimore, and other points in the State of Maryland, and to Washington, in the District of Columbia, are unreasonable and unjust, and subject consumers of that commodity at such points of destination, and producers of such coal who are not common carriers, or corporations, owned and controlled by common carriers, to undue and unreasonable prejudice and disadvantage in favor, and to the undue and unreasonable preference and advantage of said defendants, and companies or corportions under their control, in violation of sections 1 and 3 of said act to regulate commerce.

That the rates charged and exacted by the defendants for the transportation of anthracite coal, as aforesaid, are also relatively unreasonable and unjust, and unjustly discriminating and unduly prejudicial to the interests of dealers and consumers of that commodity as compared with the rates contemporaneously charged and enforced by said defendants for the transportation of bituminous coal for much longer distances and to all the points of destination hereinabove mentioned, and also as compared with defendants' rates and charges on other carload freight traffic generally, all of which is in violation of sections 1, 2, and 3 of said act to regulate commerce. That the defendants' schedules of rates and charges, as on file with this commission, are hereby referred to and made part of this petition and complaint.

That the defendants, Lehigh Valley Railroad Company, Central Railroad Company of New Jersey, Delaware, Lackawanna & Western Railroad Company, Erie Railroad Company, New York, Susquehanna & Western Railroad Company, and the Philadelphia and Reading Railway Company, are, in the absence of agreement, natural competitors in the business of transporting anthracite coal from the anthracite coal fields in Pennsylvania to tide water at New York Harbor; two of said defendants, the Lehigh Valley Railroad Com-

pany and the Central Railroad Company of New Jersey, being substantially parallel lines.

That during the years 1896, 1897, 1898, 1899, 1900, and 1901 the said six defendants last named, by an agreement with one another and by combination between one another, pooled, and have during the year 1902, by an agreement and combination as aforesaid, pooled freights and freight traffic in anthracite coal so as to divide the same between their different lines in agreed proportions, and have divided between them the aggregate or net proceeds of their earnings from the transportation of anthracite coal in agreed proportions, in violation of section 5 of act to regulate commerce.

That during the said period said six defendants have, by agreement and combination between themselves, maintained a common rate for the transportation of anthracite coal from the coal fields to tide water, to wit: That during the years 1896 to 1900, inclusive, the rate of 40 per cent of the f. o. b. price of anthracite coal at tide water, and during the years 1901 and 1902 the rate of 35 per cent of the f. o. b. prices of anthracite coal at tide water. That during said years said six defendants have, by an agreement and combination between themselves, divided the gross tonnage of anthracite coal transported from said coal fields to tide water in substantially the following proportions:

Lehigh Valley Railroad Company	22.88%	thereof
Central Railroad Company of New Jersey	17.12%	"
Delaware, Lackawanna and Western Railroad Company	19.52%	"
Erie Railroad Company	5.84%	"
New York, Susquehanna and Western Railroad Company	4.68%	"
Philadelphia and Reading Railway Company	29.96%	"

That, by means of maintaining said common freight rates and dividing the tonnage of anthracite coal to be transported over the lines of said defendants in substantially the said proportions, the aggregate of net proceeds of the earnings of the said defendants from the transportation of anthracite coal have been pooled and divided among said defendants in substantially the said percentages and proportions, in violation of sec. 5 of said act to regulate commerce.

Your petitioner further alleges and complains that there was included in said freight rate of 40 per cent of the f. o. b. prices of anthracite coal at tide water during the years 1896 to 1900, inclusive, and in said freight rate of 35 per cent of the f. o. b. prices of anthracite coal during the years 1901 and 1902, in all cases where the coal transported was the property of coal-mining companies the capital stock of which was owned by said respective railroad companies, the cost of demurrage, handling, and other charges at tide water, amounting on the average to at least five per cent of the f. o. b. prices of anthracite coal at tide water, but that in said respective rates of 40 per cent and 35 per cent of the f. o. b. prices at tide water charged to producers and dealers in anthracite coal who refused to sell their coal at the mines to said coal-mining companies the capital stock of which is owned by the said respective railroad compaies no allowance was or has been made by said railroad companies covering said items of demurrage, handling, and other charges at tide water; that thereby,

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

during said period, the independent producers of and dealers in coal who refused to sell the product of their mines to said coal-mining companies the capital stock of which is owned by said railroad companies, have been discriminated against to the extent of at least five per cent of the f. o. b. prices of anthracite coal at tide water, in violation of section 2 of said act to regulate commerce.

Wherefore your petitioner prays that the said defendants be severally required to make a full answer to the foregoing charges forthwith, and after due hearing and deliberation, for an order or orders commanding the said defendants and each of them, wholly to cease and desist from each and every of the aforesaid violations of said act to regulate commerce to the full extent thereof, and for such further order or orders and action by this commission as its duty to execute and enforce the provisions of said act and the cause of your petitioner and others similarly situated may appear to require.

Dated New York, October 31, 1902.

WILLIAM RANDOLPH HEARST.

STATE OF NEW YORK, *County of New York, ss:*

William Randolph Hearst, being duly sworn, deposes and says that he is the person mentioned as the petitioner and complainant in the foregoing petition and complaint; that he has read the same and that it is true to the best of his knowledge and belief; that the sources of his knowledge and the grounds of his belief as to the truth of the said allegations are reports made to petitioner by his agents and attorneys, who have been investigating the matters complained of for several weeks past, also inspection of duly authenticated copies of contracts between several of said railroad companies.

WILLIAM RANDOLPH HEARST.

Subscribed and sworn to before me this 31st day of October, 1902.

[SEAL.]

IRA E. MILLER,
Com. of Deeds, N. Y. City.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND complainant, *vs.* PHILADELPHIA AND READING RAILWAY COMPANY and others, defendants.	Filed Nov. 18, 1902. Docket No. ——.

THE ANSWER OF THE PHILADELPHIA AND READING RAILWAY COMPANY TO THE PETITION OF WILLIAM RANDOLPH HEARST.

Philadelphia and Reading Railway Company, one of the defendants named herein, for answer to the several matters and things charged and set forth in the said petition respectfully shows that—

1. This defendant admits that, in respect of a comparatively small

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

proportion of the anthracite and bituminous coal carried by it over portions of its lines, it is a common carrier subject to the provisions of the act entitled "An act to regulate commerce," approved February 4, 1887, and the acts amendatory thereof and supplemental thereto, so far as the same are valid.

2. This defendant, however, denies that it is doing, or has done, or committed, any act or thing whatsoever, or has omitted, or is omitting, any duty in violation of the said act or its said amendments or supplements, and it specifically denies in general and in detail each and every charge, statement, or inference contained in the said petition to the contrary thereof, and also each and every charge of unlawful combination, confederation, or agreement respecting any of the said several matters and things.

3. And further answering in respect of the said charges of unlawful combination, confederation, agreement, pooling, etc., etc., contained in the said petition, and especially in respect of the charge embodied in the 7th folio of the said petition in the words and figures following, that is to say—

"That during the years 1896, 1897, 1898, 1899, 1900, and 1901 the said six defendants last named, by an agreement with one another and by combination between one another, pooled and have during the year 1902, by an agreement and combination as aforesaid, pooled freights and freight traffic in anthracite coal so as to divide the same between their different lines in agreed proportions, and have divided between them the aggregate or net proceeds of their earnings from the transportation of anthracite coal in agreed proportions, in violation of section 5 of act to regulate commerce."

This defendant says that the said charge in general and in detail is false and untrue.

And concerning the matters and things set forth in the following paragraphs of the said petition, beginning in the 8th folio and ending in the 10th, in the words and figures following, that is to say—

"That during the said period said six defendants have by agreement and combination between themselves maintained a common rate for the transportation of anthracite coal from the coal fields to tide water, to wit: That during the years 1896 and 1900, inclusive, the rate of 40 per cent of the f. o. b. price of anthracite coal at tide water, and during the years 1901 and 1902 the rate of 35 per cent of the f. o. b. prices of anthracite coal at tide water. That during said years said six defendants have by an agreement and combination between themselves divided the gross tonnage of anthracite coal transported from said coal fields to tide water in substantially the following proportions:

Lehigh Valley Railroad Company	22.88%	thereof
Central Railroad Company of New Jersey	17.12%	"
Delaware, Lackawanna and Western Railroad Company	19.52%	"
Erie Railroad Company	5.84%	"
New York, Susquehanna and Western Railroad Company	4.68%	"
Philadelphia and Reading Railway Company	29.96%	"

"That by means of maintaining said common freight rates and dividing the tonnage of anthracite coal to be transported over the lines of said defendants in substantially the said proportions the ag-

gregate or net proceeds of the earnings of the said defendants from the transportation of anthracite coal have been pooled and divided among said defendants in substantially the said percentages and proportions, in violation of sec. 5 of said act to regulate commerce."

This defendant avers that each and every charge contained in the said paragraphs of unlawful agreement, combination, or confederation in any manner or form, or for any purpose whatsoever, is false and untrue.

Wherefore this defendant prays to be dismissed hence.

PHILADELPHIA AND READING RAILWAY COMPANY,
By JOHN H. JONES, *Coal Freight Agent.*

CHARLES HEEBNER,
J. D. CAMPBELL, *General Solicitor,*
Attorneys, Reading Terminal, Philadelphia, Pa.

STATE OF PENNSYLVANIA,
City and County of Philadelphia, ss:

John H. Jones, being duly sworn, says he is the coal freight agent of the Philadelphia and Reading Railway Company, one of the defendants in the proceeding above stated, and that the foregoing answer of his said company is true.

JOHN H. JONES.

Sworn to and subscribed this 17th day of November, 1902, before me.

[SEAL.] C. K. KLINK, *Notary Public.*

My commission expires April 16th, 1903.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND complainant,
against
PHILADELPHIA AND READING RAILWAY COMPANY, Lehigh Valley Railroad Company, Delaware, Lackawanna and Western Railroad Company, Central Railroad of New Jersey, New York, Susquehanna and Western Railroad Company, Erie Railroad Company, New York, Ontario and Western Railway Company, Delaware and Hudson Company, Pennsylvania Railroad Company, and Baltimore and Ohio Railroad Company, defendants.

Filed Nov. 21, 1902.
Docket No. ——.

THE SEPARATE ANSWER OF THE LEHIGH VALLEY RAILROAD COMPANY, ONE OF THE DEFENDANTS IN THIS PROCEEDING.

1. This defendant has no information sufficient for the foundation of a belief as to the citizenship or residence of the petitioner, or as to the necessity for his purchasing anthracite coal, or as to his authority

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

to represent others than himself in this proceeding. It denies that irreparable injury will, if the relief asked for in the petition is not granted, be sustained by the petitioner and the other classes of persons named by him, as averred in the third folio of the said petition, and prays that all the averments of said third folio may be proven if material.

2. This defendant admits that it is a common carrier by railroad engaged in the transportation, in part interstate, of passengers and property and that it transports both anthracite and bituminous coal mined in Pennsylvania, such transportation being in part interstate. It admits that so far as relates to its interstate carriage of passengers and property it is subject to the provisions of the act of Congress entitled "An act to regulate commerce," approved February 4th, 1887, and the acts amendatory thereof and supplementary thereto, so far as said acts may be in conformity to the provisions of the Constitution of the United States.

3. This defendant denies that the rates for the transportation of anthracite coal as averred in the fourth, fifth, and sixth folios of said petition are unreasonable and unjust and that they subject any consumers or producers of coal to undue and unreasonable prejudice and disadvantage or give to any consumers or producers thereof any undue or unreasonable preference or advantage, and it denies that in making and charging such rates it violates sections one or three of said act to regulate commerce.

4. This defendant denies that its rates for the transportation of anthracite coal are relatively unreasonable, unjust, prejudicial, or discriminating as compared with its rates on bituminous coal or on other classes of carload freight, and denies the violation of sections one, two, or three of said act to regulate commerce. It avers that the circumstances and conditions under which bituminous coal is carried are substantially different from those under which anthracite coal is carried.

5. Although the averments of the seventh folio of the petition are in some respects inaccurate, it is willing to admit, for the purposes of this proceeding, that the companies named therein are all carriers of anthracite coal from the various parts of the anthracite regions to the tide water at New York Harbor. It does not, however, admit that the various companies could compete with each other or among themselves for any large proportion of the anthracite coal business. On the contrary, it avers that due to the natural conformation of the anthracite region and the location of the lines of the various companies but a small proportion of the anthracite coal business is open to the competition of two or more companies. It admits for the purposes of this proceeding that at certain points and for considerable distances the lines of the Lehigh Valley Railroad Company and of the Central Railroad Company of New Jersey are parallel lines.

6. This defendant denies all the averments of the seventh, eighth, ninth, and tenth folios of said petition as to pooling and division of freight rates on any freight traffic in anthracite coal, and as to the maintenance by agreement of a common rate for the transportation thereof during the years named.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

7. This defendant denies any discrimination against any class of producers or shippers of anthracite coal by reason of the rates charged thereon, as set forth in the tenth and eleventh folios of said petition, and denies particularly any discrimination in respect to coal transported for mining companies the capital stock of which is owned by the defendant, either by way of allowance for demurrage, handling, or other charges, or in any way or manner. The same rate of transportation is charged by this defendant to any mining company which has purchased the output of any producers as to all other persons or corporations shipping over the railroad of this defendant. Referring to the averments of said tenth and eleventh folios as to freight rates based on percentages of the price of coal, this defendant avers that for a long time prior to November 1st, 1900, it charged as a freight rate on coal from the mines to tide water a sum equal to forty per cent of the price of coal at tide. Between November 1st, 1900, and July 31st, 1901, the freight rate was forty per cent of the tide price of coal when this forty per cent did not exceed $1.55 per ton; in case of such excess the difference between the forty per cent and $1.55 per ton was refunded to the shippers under monthly settlements. The rate to all shippers is now, and has been since July 31st, 1901, $1.55 per ton. A rate based on thirty-five per cent of the tide price of coal has never been charged by this defendant to any shipper.

The above rate of $1.55 per ton applies to larger sizes of coal; the rates diminish for smaller sizes, and vary from $1.10 to $1.40 per ton.

Wherefore, this defendant prays that the complaint herein, so far as it relates to this defendant, may be dismissed.

LEHIGH VALLEY RAILROAD COMPANY,
By HENRY H. KINGSTON,
General Traffic Manager.

FRANCIS I. GOWEN,
JOHN G. JOHNSON,
Counsel.

STATE OF NEW YORK,
City of New York, ss:

Henry H. Kingston, being duly sworn, says that he is the general traffic manager of the Lehigh Valley Railroad Company, defendant in this proceeding, and that the foregoing answer is true, as he verily believes.

HENRY H. KINGSTON.

Sworn and subscribed before me this 20th day of November, A. D. 1902.

[SEAL.]

DAVID GRANT,
Notary Public, Kings Co.

Certificate filed, New York Co.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER & complainant,
against
THE DELAWARE, LACKAWANNA AND WESTERN Railroad Company et al., defendants.

Filed Nov. 29, 1902.
Docket No. ——.

THE ANSWER OF THE DEFENDANT THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY TO THE PETITION AND COMPLAINT OF WILLIAM RANDOLPH HEARST.

I.

This defendant is not sufficiently informed to form a belief as to the citizenship or residence of the petitioner, or as to the necessity for his purchasing anthracite coal from this defendant.

It denies that the petitioner has the right to institute this proceeding on behalf of the producers shipping coal over the line of this defendant's railroad, and asks that the petitioner be required to produce his authority for appearing before this honorable commission in their behalf.

It also denies that the petitioner has the right to institute this proceeding on behalf of thousands of other persons similarly situated to himself, and asks that he be required to produce his authority in support of this allegation, and denies that such thousands of persons similarly situated to him, or that the independent producers of anthracite coal located on the lines of this defendant or elsewhere, have sustained, or will sustain, irreparable injury through any of the alleged unlawful acts of this defendant.

II.

This defendant admits that it is a common carrier engaged in the transportation of passengers and property between different points in the States of New York, New Jersey, and Pennsylvania, and it alleges that it was duly chartered in 1832 under the laws of the State of Pennsylvania, and that it has full power to own coal lands and property and to mine, purchase, transport, and vend coal.

It admits also that, so far as relates to its interstate carriage of passengers and property, it is subject to the provisions of the act of Congress entitled "An act to regulate commerce, approved February 4, 1887, and the acts amendatory thereof and supplementary thereto," so far as said acts may be in conformity to the provisions of the Constitution of the United States.

It alleges that it has no joint tariff or any other agreement concerning rates on anthracite coal with any other railroad, or with any of the defendants above named to any point in the State of New York.

It also alleges that it has not entered into any arrangement whereby rates are pooled or whereby any profits accruing upon such shipments are shared with any of the defendants named in the petitioner's complaint.

It also charges that it has no freight rates governing shipments of anthracite coal to Boston or other points in New England States, and

no rates to Baltimore or other points in the State of Maryland, and that it has no rates to Washington, in the District of Columbia.

This defendant also alleges that there are no bituminous coal mines located upon its line of railroad, and it does not make a business, therefore, of hauling bituminous coal. It admits, however, that when such shipments of bituminous coal are tendered to it by any other connecting railroad and destined to points on its line, it transports such coal in pursuance of its duty as a common carrier and in accordance with the published rates upon such bituminous coal.

It denies that its rates upon anthracite coal to New York are unreasonable or unjust and that they subject any consumers or producers of coal to undue and unreasonable prejudice and disadvantage or give to any consumers or producers thereof any undue or unreasonable preference or advantage, and it denies that in making and charging such rates it violates sections 1 or 3 of said act to regulate commerce.

This defendant denies that its rates for the transportation of anthracite coal are relatively unreasonable, unjust, prejudicial, or discriminating as compared with its rates on bituminous coal or on other classes of carload freight and alleges that its rates upon anthracite coal to New York include delivery free on board vessels for reshipment.

This defendant denies that it is violating sections 1, 2, or 3 of said act to regulate commerce.

III.

This defendant denies that it has entered into any unlawful agreement or combination with any of the railroad companies named in folio 7, whereby it has pooled freights and freight traffic in anthracite coal so as to divide the same between said different lines in agreed proportions or so that it would be a party to a division of the net proceeds of the earnings from the transportation of anthracite coal in agreed proportions, in violation of section 5 of the act to regulate commerce.

It denies all of the averments in folios 7, 8, 9, and 10 of said petition as to pooling and division of freight rates on, and freight traffic in, anthracite coal, and as to the maintenance by agreement of a common rate for the transportation thereof during the years named.

IV.

This defendant denies that it discriminates against any producer or shipper or class of producers or shippers of anthracite coal by reason of the rates charged thereon, as set forth in folios 10 and 11 of said petition, in violation of section 2 of said act to regulate commerce.

It alleges that it purchases coal at the mines of many of the operators located along its line at the market price, as it has the right to do under and in pursuance of the laws of the State of Pennsylvania.

Wherefore this defendant prays that the complaint herein, so far as it relates to this defendant, may be dismissed.

THE DELAWARE, LACKAWANNA AND
WESTERN RAILROAD COMPANY,
By W. H. TRUESDALE, *President.*
WALTER W. ROSS, *Counsel.*

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

STATE OF NEW YORK,
County of New York, ss:

William H. Truesdale, being duly sworn, says that he is the president of the Delaware, Lackawanna and Western Railroad Company, one of the defendants in this proceeding, and that the foregoing answer is true, as he verily believes.

W. H. TRUESDALE.

Sworn and subscribed to before me this 28 day of November, 1902.
[SEAL.] W. J. COLWELL.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER and complainant,
against
THE CENTRAL RAILROAD COMPANY OF NEW Jersey and others, defendants.

THE ANSWER OF THE CENTRAL RAILROAD COMPANY OF NEW JERSEY TO THE PETITION OF WILLIAM RANDOLPH HEARST.

The Central Railroad Company of New Jersey answers the petition of William Randolph Hearst as follows:

1. It has no knowledge or information sufficient to form a belief as to any injury caused to the petitioner by reason of the matters complained of and therefore denies the same.

2. It admits, as respects the proportion of the anthracite and bituminous coal carried by it over parts of its lines, that it is a common carrier, subject to the provisions of the act entitled "An act to regulate commerce, approved February 4, 1887, and the acts amendatory thereof and supplemental thereto."

3. It also admits that some of the defendants, of which it is one, are competitors in the business of transporting anthracite coal from the anthracite coal fields in Pennsylvania to tide water at New York Harbor.

4. It denies each and every other allegation contained in said petition.

Wherefore this defendant asks that said petition be dismissed.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY,
By G. O. WATERMAN, *Secretary and Treasurer.*

ROBERT W. DE FOREST,
General Counsel, 143 Liberty street, New York.

STATE OF NEW YORK,
County of New York, ss:

G. O. WATERMAN, being duly sworn, says that he is the secretary and treasurer of the Central Railroad Company of New Jersey, the defendant named in and making the foregoing answer; that he has

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

read the same and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and as to those matters he believes it to be true.

G. O. WATERMAN.

Sworn to before me, this 19th day of November, 1902.

[SEAL.]

WILLIAM MCBRIEN,
Notary Public, New York County.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST
vs.
PHILADELPHIA AND READING RAILWAY Company et al.

Filed Nov. 21, 1902. Docket No. ——.

The separate answer of the respondent, New York, Susquehanna & Western Railroad Company, in the above proceeding respectfully shows:

1. Respondent denies that it has committed any unlawful acts in connection with the transportation of anthracite coal, as alleged in the petition or otherwise, whereby petitioner or others have been damaged or injured, and alleges upon information and belief that petitioner has no authority to present this petition on behalf of so called independent producers of anthracite coal or others.

2. Respondent admits that it is a common carrier in part engaged in the transportation of passengers and property (including anthracite and bituminous coal) between points in different States of the United States, and that it is subject to the provisions of an act entitled "An act to regulate commerce," approved February 4, 1887, and the various acts amendatory thereof and supplementary thereto, so far as the same or any of them relate to interstate transportation and are in conformity with the provisions of the Constitution of the United States.

3. Respondent denies that the rates charged by it for the transportation of anthracite coal between the points on its line mentioned in said petition or any other points are unjust or unreasonable, or subject any consumers or producers of anthracite coal to undue or unreasonable prejudice, disadvantage, or unjust discrimination, or that there is any discrimination in such rates in favor of corporations which are common carriers or the stock of which is owned or controlled by respondent or other common carriers, in violation of sections 1 and 3 of said act to regulate commerce or otherwise.

4. Respondent denies that the rates charged by it for the transportation of anthracite coal subject the producers or consumers of or dealers in bituminous coal to any unjust or unreasonable discrimination, or that said rates are unreasonable or unjust as compared with the rates on other commodities in carloads, in violation of sections 1, 2, and 3 of said act to regulate commerce or otherwise.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

5. Respondent admits that it transports anthracite coal in competition with the other common carriers named in folio 7 of the petition, or some of them.

6. Respondent denies that during the years named in folios 8 and 9 of the petition, or any other period, it entered into any agreement with the other respondents named in the petition, or any of them, or any other carrier or carriers, to pool freight or freight traffic in anthracite coal, or for the division of freight or freight traffic in anthracite coal either in the proportions named in folio 9 of the petition or otherwise, or that it has ever entered into any agreement with the said respondents or any of them or any other carrier or carriers for the division of the aggregate proceeds of earnings from the transportation of anthracite coal, in violation of section 5 of the act to regulate commerce or otherwise.

7. Respondent denies any information as to the respective proportions of the traffic in anthracite coal which were transported by the respondents during the years named in the petition, but whatever said proportions may have been this respondent denies that said proportions were in any way affected by agreement with the respondents or any of them or any other carrier or carriers for the division of the tonnage of anthracite coal, so far as this respondent is concerned, in violation of section 5 of the act to regulate commerce or otherwise.

8. Respondent alleges that any uniformity of rates for the transportation of anthracite coal by various carriers which may have existed has not been due to any agreement, pool, or combination, but the natural and inevitable result of competitive conditions, which require in the case of anthracite coal, as with other commodities, that traffic of the same character from the same or competing localities be carried at the same or substantially the same rates by competing carriers. Respondent alleges that in so far as the proportions of the tonnage of anthracite coal carried by various carriers may have remained to some degree constant it has not been due to any agreement, pool, or combination, but has been due to the fact that the carrier of anthracite coal is determined in large measure by the location of the mines from which it is produced with respect to lines of railroad, as the producet of any mine is naturally shipped over the line or lines reaching it.

9. Respondent denies that it has subjected so-called independent producers of or dealers in anthracite coal to any discrimination by the imposition or remission of charges for demurrage or for handling of coal at tide water in favor of any corporation or corporations the capital stock of which is owned by it or any other person or corporation whatever in violation of section 2 of the act to regulate commerce or otherwise.

10. Respondent denies each and every other allegation in said petition contained not hereinbefore specifically admitted or denied.

Wherefore, respondent prays that the petition herein may be dismissed.

NEW YORK, SUSQUEHANNA & WESTERN RAILROAD COMPANY,
By F. D. UNDERWOOD, *President.*

Dated New York, November 20th, 1902.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

STATE OF NEW YORK,
County of New York, ss:

F. D. Underwood, being duly sworn, deposes and says that he is an officer, to wit, president of New York, Susquehanna & Western Railroad Company, one of the respondents herein; that he has read the foregoing separate answer of said respondent, and that it is true to his own knowledge, except as to matters therein alleged to be stated upon information and belief, and as to those he believes it to be true.

F. D. UNDERWOOD.

Sworn to before me this 20th day of November, 1902.

[SEAL.]

A. L. TRAVIS,
Notary Public, Kings County.

Certificate filed in New York County.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST
vs.
PHILADELPHIA & READING RAILROAD COMPANY ET AL. | Filed Nov. 21, 1902. Docket No. ——.

The separate answer of the respondent, Erie Railroad Company, in the above proceeding respectfully shows:

1. Respondent denies that it has committed any unlawful acts in connection with the transportation of anthracite coal as alleged in the petition or otherwise, whereby petitioner or others have been damaged or injured, and alleges upon information and belief that petitioner has no authority to present this petition on behalf of so called independent producers of anthracite coal or others.

2. Respondent admits that it is a common carrier in part engaged in the transportation of passengers and property, including anthracite and bituminous coal, between points in different States of the United States, and that it is subject to the provisions of an act entitled "An act to regulate commerce," approved February 4th, 1887, and the various acts amendatory thereof and supplementary thereto, so far as the same or any of them relate to interstate transportation and are in uniformity with the provisions of the Constitution of the United States.

3. Respondent denies that the rates charged by it for the transportation of anthracite coal between the points on its line mentioned in said petition or any other points are unjust or unreasonable, or subject any consumers or producers of anthracite coal to undue or unreasonable prejudice, disadvantage, or unjust discrimination, or that there is any discrimination in such rates in favor of corporations which are common carriers, or the stock of which is owned or controlled by respondent or other common carriers, in violation of sections 1 and 3 of said act to regulate commerce or otherwise.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

4. Respondent denies that the rates charged by it for the transportation of anthracite coal subject the producers or consumers of or dealers in bituminous coal to any unjust or unreasonable discrimination, or that said rates are unreasonable or unjust as compared with the rates on other commodities in carloads, in violation of sections 1, 2, and 3 of said act to regulate commerce or otherwise.

5. This respondent admits that it transports anthracite coal in competition with the other common carriers named in folio 7 of the petition, or some of them.

6. Respondent denies that during the years named in folios 8 and 9 of the petition, or any other period, it entered into any agreement with the other respondents named in the petition, or any of them, or any other carrier or carriers, to pool freight or freight traffic in anthracite coal, or for the division of freight or freight traffic in anthracite coal, either in the proportions named in folio 9 of the petition or otherwise, or that it has ever entered into any agreement with the said respondents, or any of them, or any other carrier or carriers, for the division of the aggregate proceeds of earnings from the transportation of anthracite coal, in violation of section 5 of the act to regulate commerce or otherwise.

7. Respondent denies any information as to the respective proportions of the traffic in anthracite coal which were transported by the respondents during the years named in the petition, but whatever said proportions may have been this respondent denies that said proportions were in any way affected by agreement with the respondents, or any of them, or any other carrier or carriers, for the division of the tonnage of anthracite coal, so far as this respondent is concerned, in violation of section 5 of the act to regulate commerce or otherwise.

8. Respondent alleges that any uniformity of rates for the transportation of anthracite coal by various carriers which may have existed has not been due to any agreement, pool, or combination, but the natural and inevitable result of competitive conditions, which require in the case of anthracite coal as with other commodities, that traffic of the same character from the same or competing localities be carried at the same or substantially the same rates by competing carriers. Respondent alleges that in so far as the proportions of the tonnage of anthracite coal carried by various carriers may have remained to some degree constant it has not been due to any agreement, pool, or combination, but has been due to the fact that the carrier of anthracite coal is determined in large measure by the location of the mines from which it is produced with respect to lines of railroad, as the product of any mine is naturally shipped over the line or lines reaching it.

9. Respondent denies that it has subjected so-called independent producers of or dealers in anthracite coal to any discrimination by the imposition or remission of charges for demurrage or for handling of coal at tide water, in favor of any corporation or corporations the capital stock of which is owned by it, or any other person or corporation whatever, in violation of section 2 of the act to regulate commerce or otherwise.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

10. Respondent denies each and every other allegation in said petition contained not hereinbefore specifically admitted or denied.

Wherefore, respondent prays that the petition herein may be dismissed.

ERIE RAILROAD COMPANY,
By F. D. UNDERWOOD, *President.*

Dated New York, November 20th, 1902.

STATE OF NEW YORK,
City and County of New York, ss:

F. D. Underwood, being duly sworn, deposes and says, that he is an officer, to wit, president of Erie Railroad Company, one of the respondents herein, that he has read the foregoing separate answer of said respondent and that it is true to his own knowledge except as to matters therein alleged to be stated upon information and belief and as to these he believes it to be true.

F. D. UNDERWOOD.

Sworn to before me this 20th day of November, 1902.

[SEAL.]

A. L. TRAVIS,
Notary Public, Kings County.

Certificate filed in New York County.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND complainant,
against
PHILADELPHIA AND READING RAILWAY COMPANY, Lehigh Valley Railroad Company, Delaware, Lackawanna and Western Railroad Company, Central Railroad Company of New Jersey, New York, Susquehanna and Western Railroad Company, Erie Railroad Company, New York, Ontario and Western Railway Company, Delaware and Hudson Company, and Pennsylvania Railroad Company, and Baltimore and Ohio Railroad Company, defendants.

Filed Nov. 29, 1902.
Docket No. ——.

The defendant, the New York, Ontario and Western Railway Company, answering the allegations of the petition and complaint in the above-entitled matter, so far as they refer to said company, respectfully shows:

First. That this defendant has no knowledge or information, sufficient to form a belief, as to whether or not the petitioner and complainant is a purchaser of anthracite coal, and whether or not he has been injured by reason of any matter set forth in the complaint; and the defendant denies that the complainant, and thousands of other

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

persons in the various localities mentioned in the complaint, and also independent producers of anthracite coal, will sustain further and irreparable injury, by reason of any matters alleged in the complaint as against this company.

Second. This defendant admits that it is a common carrier engaged in the transportation of passengers and property between points in different States in the United States, to wit, in the States of New York, New Jersey, and Pennsylvania, and is engaged in the transportation of anthracite coal mined in the State of Pennsylvania, some of which is transferred to other routes or lines for delivery at points not reached by the lines of this defendant; but this defendant alleges that its lines do not extend into the States of Maryland and West Virginia, or such portions of any other States in which bituminous coal is mined.

This defendant further alleges that, while a small quantity of bituminous coal is shipped over the lines of this defendant, all such is received for transportation from one to some other connecting line, the bulk of bituminous coal coming to this defendant's line being supply coal for use on its own engines.

Third. This defendant denies that it transports or makes rates or charges for transportation of anthracite coal in carloads from points in the anthracite coal region of Pennsylvania to Baltimore and other points in the State of Maryland and to Washington in the District of Columbia.

This defendant denies that the rates charged by this defendant for the transportation of anthracite coal from points in the anthracite coal region of Pennsylvania to New York City and New York Harbor points and internal points of destination in the State of New York, to Boston, Boston points and other points in the New England States are unreasonable and unjust, and subject consumers of that commodity at such points of destination, and producers of such coal who are not common carriers or corporations owned and controlled by common carriers, to undue and unreasonable prejudice and disadvantage in favor, and to the undue and unreasonable preference and advantage of this defendant, or any other companies or corporations under its control, or in violation of sections 1 and 3 of the act to regulate commerce.

Fourth. This defendant denies that the rates charged and exacted by this defendant for the transportation of anthracite coal are relatively unreasonable and unjust and unjustly discriminating and unduly prejudicial to the interests of dealers and consumers of that commodity as compared with the rates charged by this defendant for the transportation of any other commodity.

Wherefore, this defendant prays that the petition and complaint in this matter be dismissed.

[SEAL.] NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY,

By R. D. RICKARD, *Secretary.*

JOHN B. KERR,

Attorney for defendant, the New York, Ontario and Western Railway Company, office and post-office address, 56 Beaver street, New York.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

STATE OF NEW YORK,
County of New York, ss:

Richard D. Rickard, being duly sworn, deposes and says that he is the secretary of the New York, Ontario and Western Railway Company, the defendant named in the foregoing answer; that said answer is true of his own knowledge except as to the matters therein stated on information and belief and as to such matters he believes it to be true.

R. D. RICKARD.

Sworn to this 28th day of November, 1902, before me.

[SEAL.] JAMES M. FLEMING,
Notary Public (40) New York County.

Term expires March 30, 1904.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND complainant,

against

PHILADELPHIA AND READING RAILROAD COMPANY, The Delaware and Hudson Company, and others, defendants.

Filed Nov. 21, 1902.
Docket No. ——.

THE ANSWER OF THE DEFENDANT, THE DELAWARE AND HUDSON COMPANY, TO THE PETITION AND COMPLAINT OF WILLIAM RANDOLPH HEARST.

First. This defendant has no knowledge or information sufficient to form a belief of the allegations of the petition that the petitioner is necessarily a purchaser of anthracite coal, or that the petitioner has been injured by reason of the matters alleged in the petition, or that unless the relief sought is granted the petitioner or any other persons or any independent purchasers of anthracite coal will sustain any injury.

Second. This defendant is a common carrier engaged in the transportation of anthracite and bituminous coal over its lines, which extend generally from Wilkes-Barre to Rouses Point, and it is informed and believes that the other defendants named in the said petition are also common carriers. This defendant transports no coal to New York City or New York Harbor points, or to Boston or Boston points, or to Baltimore or other points in the State of Maryland, or to Washington in the District of Columbia.

Third. There are no shippers of anthracite coal over this defendant's lines, and consequently there are no rates charged or exacted

by it for such shipments. All anthracite coal which goes over this defendant's lines is the property of this defendant, produced at its mines in the State of Pennsylvania, and any charge against the proceeds thereof for transportation is, of course, merely an element in the price at which the defendant sells its property. The petitioner, so far as this defendant is aware, has never purchased any coal from it and consumes no coal at any points reached by this defendant. This defendant denies that it charges or exacts for the transportation of anthracite coal to any points rates which are unreasonable or unjust or subject consumers or purchasers of such coal to any undue or unreasonable prejudice or disadvantage, or give to this defendant or any corporation under its control any undue or unreasonable preference or advantage.

Fourth. This defendant denies that it charges or exacts any rates for the transportation of anthracite coal which are relatively unreasonable or unjust or unjustly discriminating or unduly prejudicial to the interests of dealers or consumers of that commodity as compared with the rates contemporaneously charged or enforced by this defendant for the transportation of bituminous coal to any distances whatsoever or as compared with defendant's rates or charges on other car-load freight traffic generally, or that it violates any provisions of the act to regulate commerce in that behalf alleged in the petition.

Fifth. This defendant denies any knowledge or information sufficient to form a belief of each and every other allegation of the petition.

THE DELAWARE AND HUDSON COMPANY,
By H. G. YOUNG, *2d Vice-President.*

STATE OF NEW YORK,
County of Albany, ss:

H. G. Young, being duly sworn, says that he is the second vice-president of the Delaware and Hudson Company, the defendant above named; that the foregoing answer is true of his own knowledge, except as to the matters therein stated to be alleged on information and belief, and that as to those matters he believes it to be true; that the grounds of deponent's belief as to all matters in said answer not stated upon his knowledge are his familiarity with said defendant's business affairs as said 2nd vice-president thereof; that the reason why this verification is not made by the said defendant is that the said defendant is a domestic corporation and unable to make the same.

H. G. YOUNG.

Sworn to before me this 20th day of November, 1902.

H. W. COWLBECK,
Notary Public.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND complainant,

vs.

PHILADELPHIA AND READING RAILWAY COMPANY; Lehigh Valley Railroad Company; Delaware, Lackawanna and Western Railroad Company; Central Railroad Company of New Jersey; New York, Susquehanna and Western Railroad Company; Erie Railroad Company; New York, Ontario and Western Railway Company; Delaware and Hudson Company; the Pennsylvania Railroad Company; and the Baltimore and Ohio Railroad Company, defendants.

Filed Nov. 15, 1902.
Docket No. ——.

SEPARATE ANSWER OF THE PENNSYLVANIA RAILROAD COMPANY.

The Pennsylvania Railroad Company, one of the defendants in the above proceeding, for answer to the several matters therein complained of against it respectfully states as follows:

1. This defendant admits that it is a common carrier, and as such is engaged and participant in the transportation of passengers and property between points in different States of the United States; and also admits that, inter alia, it is engaged, either directly or intermediately, in the transportation of anthracite and bituminous coals, mined in the State of Pennsylvania, and destined either to points in the said last named State or to points in other States. This defendant also admits that as such common carrier of coals transported between different States it is subject to the provisions of the act entitled "An act to regulate commerce," approved February 4, 1887, and the acts amendatory thereof and supplementary thereto, in so far as the same are constitutionally enforceable.

2. This defendant denies that the rates of freight charged and exacted by it for the transportation of such anthracite coal as is moved in carloads over its lines from points in the anthracite coal region of Pennsylvania to New York City, New York Harbor points, and other points specified in the complainant's petition are unreasonable or unjust, or in any wise unduly and unreasonably prejudicial or disadvantageous, or unduly or unreasonably preferential or advantageous, or in any respect violative of sections 1 and 3 of said act to regulate commerce, as set forth and charged in said complainant's petition, but, on the contrary thereof, this defendant avers that its said rates are just and reasonable, and not obnoxious to the provisions of the said act to regulate commerce.

3. This defendant also expressly denies that its aforesaid rates on anthracite coal are relatively unreasonable and unjust, and unjustly discriminative and unduly prejudicial to the interests of dealers and consumers of that commodity as compared with the

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

defendant's freight rates for the transportation of bituminous coal, and also as compared with said defendant's rates and charges on other general freight traffic transported in carloads, or that its said rates are violative of sections 1, 2, and 3 of said act to regulate commerce, as is also set forth and charged by the said petition, but, on the contrary thereof, this defendant avers that its said rates on anthracite coal are not only just and reasonable in themselves considered, but are likewise just and reasonable in comparison with its rates on bituminous coal, and also its rates on other general traffic in carloads; and further avers that the transportation features, service, and other conditions necessarily incidental to and connected with the carriage of anthracite coal are so substantially dissimilar and differential from the service and other conditions incident to the transportation of bituminous coals and other general traffic in carloads that the freight rates for the latter do not furnish any just or equitable basis of comparison or contrast with the former.

4. This defendant further expressly denies that any discrimination or difference is made by it with respect to the cost of demurrage, handling, or other charges on coal at tide water between the different shippers of anthracite coal over its lines, as set forth and charged in the said petition, but on the contrary avers that anthracite coal at tide water is handled over defendant's piers alike for all shippers without charge; and in respect to demurrage or other charges it also avers that all shippers are dealt with and treated alike.

Wherefore this defendant, having duly answered the several matters charged against it in the said petition, prays that the complaint in this proceeding as to it be dismissed.

THE PENNSYLVANIA RAILROAD COMPANY,
By WILLIAM H. JOYCE, *Freight Traffic Manager.*

GEO. V. MASSEY,
F. D. MCKENNEY,
WAYNE MACVEAGH.
Attorneys for the Pennsylvania Railroad Company.

STATE OF PENNSYLVANIA,
County of Philadelphia, ss:

William H. Joyce, being duly sworn, says that he is freight traffic manager of the Pennsylvania Railroad Company, one of the defendants in the above proceeding, and that the foregoing answer of said company is true, as he verily believes.

WILLIAM H. JOYCE.

Subscribed and sworn to before me this thirteenth day of November, A. D. 1902.

[SEAL.]

HIRAM H. POTTS,
Notary Public.

Commission expires February 26th, 1905.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

BEFORE THE INTERSTATE COMMERCE COMMISSION.

WILLIAM RANDOLPH HEARST, PETITIONER AND COMPLAINANT,
against
THE PHILADELPHIA & READING RAILWAY COMPANY; Lehigh Valley Railroad Company; Delaware, Lackawanna & Western Railroad Company; Central Railroad Company of New Jersey; New York, Susquehanna & Western Railroad Company; Erie Railroad Company; New York, Ontario & Western Railway Company; Delaware & Hudson Company, and Pennsylvania Railroad Company, and Baltimore and Ohio Railroad Company, defendants.

Filed Nov. 25, 1902. Docket No. ——.

ANSWER OF THE BALTIMORE AND OHIO RAILROAD COMPANY.

The Baltimore and Ohio Railroad Company, one of the defendants in the above proceedings, for answer to the complaint therein against it respectfully shows as follows:

First. That it has no definite knowledge or information respecting the status of the complainant petitioner or the character and extent of complainant's business as would properly enable it either to admit or deny the several allegations relative thereto contained in paragraph one of the complaint, and therefore insists upon due proof thereof by the complainant.

Second. This defendant admits that it is a common carrier of passengers and freight between points in the different States in the United States; is engaged in the transportation of bituminous coal mined in the States of Pennsylvania, Maryland, and West Virginia, but denies that it originates any anthracite coal on its own lines for shipment, but receives all such anthracite coal from the lines of other common carriers connecting with its own lines, and therefore admits, as such common carrier of interstate traffic, it is subject to the act to regulate commerce, approved February 4th, 1887, and the acts amendatory thereof and supplemental thereto, in so far as the same are constitutionally operated and enforceable.

Third. That all anthracite coal carried by this defendant originates on the lines of other common carriers connected with the lines of this defendant, and that this defendant has no initial control over the rates and charges exacted for the transportation of the same, but that said rates are made by the common carrier at the originating point to points on the lines of this defendant, particularly Baltimore and other points in the State of Maryland, and to Washington, in the District of Columbia.

This defendant further denies that its pro rata share of said rates on anthracite coal are unreasonable and unjust, and subjects consumers of that commodity at such points of destination, and pro-

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

ducers of such coal who are not common carriers or corporations owned and controlled by common carriers, to undue and unreasonable prejudice and disadvantage in favor, and to the undue and unreasonable preference and advantage of said defendant in violation of sections one and three of the said act to regulate commerce.

Fourth. That it has no definite knowledge or information as will properly enable it to either admit or deny the several allegations contained in paragraph four of the complaint, and therefore insists upon due proof being made thereof by the complainant.

That it has no definite knowledge or information respecting the allegations contained in all of the succeeding paragraphs of the complaint as will properly enable it either to admit or deny said allegations, and therefore respectfully insists that due proof thereof be made by the complainant.

Wherefore, the defendant prays that the complaint in this proceeding be dismissed.

THE BALTIMORE AND OHIO RAILROAD COMPANY,
By J. A. MURRAY, *General Coal and Coke Agent.*

H. L. BOND,
Attorney for the Baltimore & Ohio Railroad Co.

STATE OF MARYLAND,
City of Baltimore, to wit:

I hereby certify that on this twenty fourth day of November, in the year 1902, before me the subscriber, a notary public of the State of Maryland, in and for the city of Baltimore aforesaid, duly commissioned and qualified, personally appeared J. A. Murray, who, being duly sworn, says that he is the general coal and coke agent of the Baltimore and Ohio Railroad Company, one of the defendants in the foregoing proceedings, and that the answer to the same is true as he verily believes.

J. A. MURRAY.

Subscribed and sworn to the day and year first above written.

[SEAL.] GEO. W. HAULENBEEK,
Notary Public.

ALFRED WALTER, a witness called on behalf of complainant in the aforementioned proceeding, having been duly sworn, testified as follows [on May 24, 1904]:

Mr. SHEARN. Mr. Walter, you were the president of the Lehigh Valley Railroad Company for a number of years, were you not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. Beginning with what time?

Mr. WALTER. July, 1897.

Mr. SHEARN. And ending about December, 1902?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And how long have you been connected with the anthracite coal carrying business?

Mr. WALTER. Oh, on and off, one way and another, about twenty-five years.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. SHEARN. During the period that you were president of the Lehigh Valley Railroad Company you were also president of the Lehigh Valley Coal Company, were you not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. It appears in evidence that during all that period a considerable part of the coal transported by the Lehigh Valley Railroad Company was coal purchased by the Lehigh Valley Coal Company under 60 and 65 per cent contract.

Mr. WALTER. Yes, sir.

Mr. SHEARN. You recollect that method of doing business?

Mr. WALTER. I have a general recollection of it.

Mr. SHEARN. Do you recollect approximately what was the proportion of the Lehigh Valley Coal Company—what proportion of the Lehigh Valley Coal Company's coal turned over to the Lehigh Valley Railroad Company for transportation was covered by these contracts?

Mr. WALTER. I could only make a very rough guess at that—very rough. I do not remember.

Mr. SHEARN. It was a very considerable part of their total, was it not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. During a part of this time, the earlier part of it, the contracts were on the basis of 60 per cent to the miner and 40 per cent to the coal company, were they not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And thereafter the rate was changed to 65 and 35 per cent?

Mr. WALTER. Yes, sir.

Mr. SHEARN. The date of the change being in the early part of 1901?

Mr. WALTER. About that; I can not give it exact.

Mr. SHEARN. Now, when the rate was 60 and 40 per cent, as shown by this exhibit from which I have been reading, there were periods when 40 per cent of the prevailing average tide-water price was materially lower than the tariff rate?

Mr. WALTER. Possibly.

Mr. SHEARN. You recollect that as a fact, do you not, during that period of time the amount receivable, the amount left in the hands of the coal company with which to pay freight charges to the railway company on these 60 and 40 per cent contracts, was materially less than the tariff prevailing at that time?

Mr. WALTER. Possibly. It varied, sometimes one way and sometimes another.

Mr. SHEARN. It appears that during a number of those years the Lehigh Valley Railroad Company was in the habit of making a monthly settlement in the shape of a rebate to those shippers of coal whose coal was not shipped under these contracts, so as to equalize the charges to them and bring them down to a basis of 40 per cent, as in the case of Meeker & Co., for instance.

Mr. GOWEN. It appears that that was made to the Lehigh Valley Coal Company also—to the Lehigh Valley Coal Company as well as to Meeker & Co.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. SHEARN. You recollect, Mr. Walter, that system being in effect during your administration, do you not?

Mr. WALTER. I do not remember very much about it. I remember there were adjustments made, but not about the details of them.

Mr. SHEARN. You recollect there were adjustments made during your administration whereby the Lehigh Valley Railroad Company sought to and did make the rate to shippers of coal correspond to 40 per cent of the prevailing price from month to month, while those 40 per cent contracts were in effect, do you not?

Mr. WALTER. In a general way; yes, sir.

Mr. SHEARN. You remember it as a fact, do you not?

Mr. WALTER. I say "no" to the details. If you ask me any other question about the details, I can not answer.

Mr. SHEARN. I am not asking you about the details, but about the essential fact. Do you recollect as a part of the system of doing this business while you were president of the Lehigh Valley that it was the custom of the Lehigh Valley Railroad Company to make an adjustment with the shippers of coal from month to month so as to make the actual rate receivable by the railroad company and payable by the shipper correspond to 40 per cent of the tide-water price? Do you recollect that as a fact?

Mr. WALTER. I can not modify my answer, Mr. Shearn.

Mr. GOWEN. I would like to suggest, in order to facilitate matters, that Mr. Shearn has already proved by Mr. Taylor that during a certain period the Lehigh Valley Railroad Company's rates were 40 per cent of the tide-water price, and that adjustments were made with all shippers at the end of each month so as to make the rate correspond to 40 per cent.

Mr. SHEARN. You recollect that method of doing business, don't you, Mr. Walter?

Mr. WALTER. I do not. You asked me if I recollected it. I do not. I have a general knowledge of it, in a general way. The idea that you state is what I understood to be the case. But when you get beyond that I do not know anything about it. I had nothing to do with it.

Mr. SHEARN. You were president of both companies; and no payment of rebates, generally, to shippers of this great commodity could have been made without your authority, could they?

Mr. WALTER. Not without my general authority, no, sir; but specific authority, yes, sir.

Mr. SHEARN. And without your general knowledge?

Mr. WALTER. General knowledge; yes, sir.

Mr. SHEARN. You also know, do you not, that during that same time, that taking out the cost of selling coal, and taking out the element of weight, there were not sufficient funds realized by the Lehigh Valley Coal and Iron Company to pay the Lehigh Valley Railroad Company the tariff rate?

Mr. WALTER. At times.

Mr. SHEARN. I was speaking of prepared sizes of coal. During that period and during such times did the Lehigh Valley Coal Company actually pay to the railroad company the published tariff rates?

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. WALTER. That I could not answer.

Mr. SHEARN. Well, what is your understanding of that fact, from your knowledge of the business of the two companies under your administration?

Mr. WALTER. My knowledge is that during all times the Lehigh Valley Coal Company paid to the Lehigh Valley Railroad Company the going rate for transportation.

Mr SHEARN. The going rate being the tariff rate?

Mr. WALTER. That I do not know. I can not tell you.

Mr. SHEARN. Don't you know as a matter of fact that the result of that course of business, to wit, the paying by the Lehigh Valley Coal Company of the tariff rate or the going rate to the Lehigh Valley Railroad Company, showed a large loss on these purchase transactions to the Lehigh Valley Coal Company?

Mr. WALTER. Sometimes.

Mr. SHEARN. And when the results to the Lehigh Valley Coal Company were not sufficient to enable it to pay to the Lehigh Valley Railroad Company the going rate, the tariff rate, for the transportation of this coal, where did the Lehigh Valley Coal Company get the money with which to pay the published tariff rate?

Mr. WALTER. It got it out of its treasury.

Mr. SHEARN. And the net result of the transaction not being sufficient to pay the full tariff rate, or amount of the full tariff rate, from what source did the treasury of the Lehigh Valley Coal Company get the money with which to pay this tariff rate?

Mr. WALTER. It borrowed the money.

Mr. SHEARN. Borrowed it from whom?

Mr. WALTER. Generally from the Lehigh Valley Railroad Company.

Mr. SHEARN. I call your attention to the annual report of the Lehigh Valley Coal Company for the year 1901. On page 29, under the head of "Current liabilities," there is an item under the head, "Due the Lehigh Valley Railroad Company for working capital, $1,500,000." Is that the item in which there would be included, or in which there was included, the amounts paid by the Lehigh Valley Railroad Company to the Lehigh Valley Coal Company to enable it to pay these tariff rates?

Mr. WALTER. That includes everything.

Mr. SHEARN. Then the system was that when the net results to the Lehigh Valley Coal Company under these purchase contracts were not sufficient to pay the published tariff rate, the Lehigh Valley Railroad Company would furnish the Lehigh Valley Coal Company the money with which to make up the difference?

Mr. WALTER. No.

Mr. SHEARN. Well, wherein is that incorrect?

Mr. WALTER. I wish to make myself perfectly plain. The Lehigh Valley Coal Company at times had plenty of money with which to run its business; at times it did not. When the Lehigh Valley Coal Company needed money, while I was there, it borrowed, as far as I can remember, from the Lehigh Valley Railroad Company. But to

say that the Lehigh Valley Coal Company always got its money from the Lehigh Valley Railroad Company to pay its tolls is not true.

Mr. SHEARN. Well, the source of income to the Lehigh Valley Coal Company was from the sale of its coal, was it not?

Mr. WALTER. Yes, sir; principally.

Mr. SHEARN. Aside from the money borrowed?

Mr. WALTER. Principally.

Mr. SHEARN. When there was not enough realized by the Lehigh Valley Coal Company out of the sale of coal under this system of purchase contracts to pay the tariff, the only source to get the money from was the Lehigh Valley Railroad Company?

Mr. WALTER. No; that is not so, Mr. Shearn. I do not wish to quibble about the thing, but that is not so.

Mr. SHEARN. From what other source was money available to the coal company to pay to the Lehigh Valley Railroad Company the tariff rate when there was an actual loss on the transaction?

Mr. WALTER. The question of whether the coal company borrowed money from the Lehigh Valley Railroad Company was altogether contingent on the condition of the treasury of the Lehigh Valley Coal Company.

Mr. SHEARN. The condition of the Lehigh Valley Coal Company depended upon the results of the sales of its coal?

Mr. WALTER. No; not necessarily.

Mr. SHEARN. From what else?

Mr. WALTER. No; the condition of the treasury of the coal company was contingent on the amount of money the coal company had to pay out. The amount paid out for tolls was only one payment—not by any means always the largest payment. The Lehigh Valley Coal Company, particularly during the time I was connected with the company, disbursed large sums of money, and as long as it had money in the treasury it paid it, and when it didn't have it borrowed it.

Mr. SHEARN. Do you recollect about what it cost the Lehigh Valley Coal Company per ton to sell coal during that period?

Mr. WALTER. I could only give you an approximate cost.

Mr. SHEARN. Was it in the vicinity of ten cents a ton?

Mr. WALTER. Probably about that; somewhere along there.

Mr. SHEARN. The item of wastage was approximately seven cents a ton, was it not?

Mr. WALTER. I do not know; I do not remember.

Mr. SHEARN. You know it did not much exceed that, don't you?

Mr. WALTER. I don't remember anything about it.

Mr. SHEARN. Those two items, wastage and cost of selling, were the only items that had to come out of the sale of coal under these contracts except the 60 per cent paid to the vendor, were they not?

Mr. WALTER. State that again.

Mr. SHEARN. Under this system of so-called purchase of coal, paying the vendor 60 per cent of the tide-water price, the deductions to come out of the selling price at tide were the following, were they not, and no other, to wit, 60 per cent payable to the vendor, the cost of selling, approximating ten cents a ton, and the item of waste at

the dock when the coal goes into the boats, approximating the figure you have not in mind?

Mr. WALTER. I should say that was correct.

Mr. SHEARN. In other words, they were the same deductions that had to be made to any other road, like the Ontario and Western, for instance?

Mr. WALTER. I can only speak of the Lehigh Valley.

Mr. SHEARN. You can not, from your twenty-five years' experience in this business, think of any other deductions to be made?

Mr. WALTER. No; that covers the ground.

Mr. SHEARN. During all these years that we have been considering here at the prevailing prices for the prepared sizes of coal at tide, there was never a month between January, 1897, down to January, 1902, when after deducting the cost of selling and after deducting the waste items, that the sum left available for freight charges was within twenty cents of the tariff price? Don't you recollect as a fact that all during those years, that on all sales of this coal there was a loss to the coal company ranging from fifteen to thirty cents a ton?

Mr. WALTER. I remember those were bad years.

Mr. SHEARN. You remember there was a loss on the sale of this purchased coal during those years, don't you?

Mr. WALTER. Tide water coal, probably you mean?

Mr. SHEARN. Yes, sir; on tide water coal.

Mr. WALTER. Yes, sir; I think so.

Mr. SHEARN. During all that time, there being a loss from fifteen to thirty cents a ton on these transactions, assuming that the Lehigh Valley Coal Company paid the Lehigh Valley Railroad Company the tariff price for transportation, a very large sum of money was required over and above the actual receipt from the sale of coal with which to pay the railroad company the tariff price? Is that not the fact according to your recollection?

Mr. WALTER. Not always so; no, sir.

Mr. SHEARN. What qualifications do you make?

Mr. WALTER. You are dealing with one element of the traffic alone. In other words, the total amount that the Lehigh Valley Coal Company paid to the Lehigh Valley Railroad Company was for all of the coal that was shipped over the road. Tide water coal was only a part of it.

Mr. SHEARN. You were buying this coal on the same basis, no matter where it was being shipped, were you not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. If the coal was sent to Chicago or Buffalo, it was bought and paid for on the basis of 60 or 65 per cent of the tide-water price? That is correct, is it not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And then when you sent coal out to Chicago there was a very much larger rate of freight to be paid, was there not? For instance, the freight to Chicago is $3.50 a ton as against the tariff of $1.55 on your road to tide water, so you were no better off on your western shipments than you were on your tide water shipments, were you?

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. WALTER. At times we were. It occurs to me to say in explanation of why I say at times that before we began to enlarge our expenses I think the Lehigh Valley Coal Company made a small profit; the annual reports will show a small profit.

Mr. SHEARN. In your report for the year 1901, in which that item appears of $1,500,000 advanced for working capital, being an increase of $1,000,000 during that year, there appears to have been a deficit on the transactions of the coal company for that year amounting to some four hundred and ninety-nine thousand dollars. Now, is it not a fact, Mr. Walter, that a large part of that deficit was due to the fact that the Lehigh Valley Coal Company was paying the Lehigh Valley Railroad Company the tariff rate for the transportation of this purchased coal, but in point of fact was not realizing enough money on the sales of that coal to enable it to do so, and therefore it had to borrow a corresponding amount from the Lehigh Valley Railroad Company, which resulted in a deficit at the end of the year?

Mr. WALTER. In part.

Mr. SHEARN. Is it not true that that was in large part the case?

Mr. WALTER. No, sir; not necessarily.

Mr. SHEARN. Will you tell the commission how this coal company could go on month after month paying the railroad company from fifteen to thirty cents a ton more for the transportation of the coal to tide than it actually had left over on the transaction and not have as a result a very large deficit?

Mr. WALTER. I am ready to answer any questions you ask.

Mr. SHEARN. Please do so. Please tell the commission how it would be possible for the coal company to pay to the railroad company from fifteen to thirty cents a ton more for the transportation of coal to tide than was left over from the sales of coal under these contracts without having a large deficit at the end of the year.

Mr. WALTER. In the first place the volume of tonnage coming to tide water is only a part of the business; I can not tell you offhand how much of the business it is. It varies. Sometimes it is a very large part of it and at other times a small part of it.

Mr. SHEARN. Twenty per cent it has been testified to.

Mr. WALTER. Very well; then, eighty per cent of our business don't come to tide water.

Mr. SHEARN. That is on the purchased coal?

Mr. WALTER. Has anybody testified as to what was the percentage of the total that came to tide water?

Mr. SHEARN. It has been variously testified to. One witness said it was ten per cent of the purchased coal on the Lehigh Valley, and another said twenty per cent of it came to tide water on the Lehigh Valley.

Mr. WALTER. I do not know, but it varied. It was very large at times. It was a very large part of it at times, at certain seasons it was a big part, at other seasons almost nothing. The figures which Mr. Shearn refers to of course show the general result of operation of the company for the year, particularly as to the amount of money that the Lehigh Valley Coal Company had to borrow in the course

of its business. That depended, of course, on the money it had to pay for tolls, if it borrowed it for that purpose; but it was principally made up of expenditures for the purpose of improving the property. The expenditures were very large while I was there, and the cost was continued upon the amount of stock at the time the balance sheet was struck off.

Mr. GOWEN. For the purpose of facilitating the examination I desire to say that I think Mr. Shearn has overlooked the fact that during that series of years it appears in evidence, and is undoubtedly the fact, that the Lehigh Valley Railroad Company was not collecting from the coal company or from any other shipper what was the tariff rate, but through that series of years the toll obtained represented 40 and 35 per cent, so there is no question of overpayment.

Mr. SHEARN. You misapprehend the point, Mr. Gowen. We have gotten beyond the 40 per cent and 60 per cent period, and this of course has to deal with the condition of the company as shown by the statement for the year ending November 30, 1901, and during that year the Lehigh Valley Railroad Company had gone back to, or had gotten by the rebate system, so it has been testified to, and during that time it was buying coal under the 65 per cent contract, as distinguished from the old 60 per cent contract. That is true, is it not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. This statement I have here shows the condensed balance sheet for the year ending November 30, 1901, and shows that there was then due the Lehigh Valley Railroad Company for advances $1,500,000. Now, I will put it to you in this way: If the Lehigh Valley Railroad Company had not advanced to the Lehigh Valley Coal Company $1,500,000, could the Lehigh Valley Coal Company have paid the railroad company the tariff rate on this coal?

Mr. WALTER. Unquestionably.

Mr. SHEARN. Where would it get the money?

Mr. WALTER. On its credit.

Mr. SHEARN. It would have had to borrow money?

Mr. WALTER. Yes, sir; it would have had to borrow the money.

Mr. SHEARN. But there was not enough money from the actual transaction to enable it to make those payments?

Mr. WALTER. I do not wish to take up your time and the time of the commission, but if you will pardon my saying so, you talk wide of the mark. I do not mean that unpleasantly, but naturally I do not want to make any statement that will complicate the situation. You refer to these disbursements. These disbursements were made for all purposes. You refer also to tide-water coal all the time, whether the coal went to tide water or not. If you could be more specific, you would get good short answers out of me. I am anxious to get along. I do not want to get all of us mixed up.

Mr. SHEARN. There is nothing mixed up about it at all that I can see, Mr. Walter. The proposition is this: You have already testified that during a large part of the time, from 1897 down, the results to the coal company under these purchase contracts were that when it

paid the published tariff to the railroad company it did so at a loss on the transaction.

Mr. WALTER. Not always.

Mr. SHEARN. Not always, but for a considerable period of the time.

Mr. WALTER. At times it did. That is what I said, and that is what I reiterate.

Mr. SHEARN. You also reiterate, do you not, that it got the money with which to make up the difference from the railroad company?

Mr. WALTER. No, sir; excuse me. That is just what I did not say. It depended altogether on circumstances whether it got that money; as I said before, there were months and months in the year that it never borrowed a cent of money.

Mr. SHEARN. But it had to borrow, as the reports show, large sums of money.

Mr. WALTER. At the time of the report; yes.

Mr. SHEARN. If it had not borrowed the money, it could not make the payments, could it?

Mr. WALTER. If it did not have money in the treasury.

Mr. SHEARN. The money was not there. That is the reason you had to borrow. You did not have the money.

The CHAIRMAN. Does it appear that during the period to which you refer, Mr. Shearn, the Lehigh Valley Coal Company did pay the Lehigh Valley Railroad Company the tariff rate on coal?

Mr. SHEARN. The witness has so testified.

Mr. WALTER. That is what I said; we always paid in cash our tolls.

The CHAIRMAN. According to the published tariff?

Mr. SHEARN. According to the published tariff.

Mr. GOWEN. With the qualification that those adjustments——

Mr. SHEARN. With the qualification, as testified to by another witness, that there were adjustments with all shippers, to bring it down to forty per cent, including the Lehigh Valley Coal Company.

The CHAIRMAN. If I understand Mr. Walter, what he means is this: On this coal that went to tide water if the coal company paid the tariff rate of $1.55, they did not have $1.55 left after they paid the producer and the cost of selling and shrinkage, and of course there was a loss on that coal, but he says that that was not more than thirty per cent of their entire business. They may have made a great deal of profit on the rest of their business.

Mr. SHEARN. They may have, but their report shows that they made a deficit of a half million dollars.

The CHAIRMAN. I understand Mr. Walter to say that he can not tell at present and does not know how much of that $1,500,000 represents the loss on tide water coal.

Mr. SHEARN. He also testified that it is a fact that during this period, in order to in part make up the losses on the purchase of coal, pursuant to those contracts, and pay the published tariff rate, the Lehigh Valley Coal Company did have to and did in fact borrow money of the Lehigh Valley Railroad Company.

Mr. WALTER. No, sir; I did not. That is not the fact. That is a misleading question. I do not mean that offensively at all, but that is not the fact.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. SHEARN. Don't you know or don't you recollect as a fact that one of the reasons why the Lehigh Valley Coal Company had to borrow these sums of money from the railroad company was that it was losing money on these coal purchase contracts when it was paying full tariff prices to the railroad company? Have you not so stated to me?

Mr. WALTER. I have not said anything of that kind. I said we lost money, but the shape in which you put these questions to me now is entirely new.

Commissioner PROUTY. How did you lose money?

Mr. WALTER. I beg pardon.

Commissioner PROUTY. How did the Lehigh Valley Coal Company lose money?

Mr. WALTER. How did they lose money?

Commissioner PROUTY. As the result of your operations in mining and selling coal, you lost so much money? How did you lose it?

Mr. WALTER. We lost a great deal of it in paying a very high price for coal and we lost a great deal by expenditures on the property. I want to say that the whole expenditures of the Lehigh Valley Coal Company during the time I was connected with it were in a sense peculiar. I can not recall what I spent while I was connected with the company. The property in 1897 was in a condition that a large amount of money had to be spent on it. That money was spent and every cent of it was charged against income. The amounts of money so spent, I am quite clear, had very much more—and I think that answers Mr. Shearn better than I have—the amounts of money spent on the property and charged against its income had much more, very much more, to do with bringing about the results to the Lehigh Valley Coal Company, as shown in its report, than the amount we lost on our coal, notwithstanding the fact that we lost money on our coal. My recollection is that the first year that I was president of the Lehigh Valley Coal Company we made a thousand or fifteen hundred dollars. That year we spent little or no money.

Mr. SHEARN. You were losing money on your purchases of anthracite coal under these contracts during part of that time, were you not?

Mr. WALTER. Yes.

Mr. SHEARN. And you were also losing money on your general business, as shown by the fact that there was a large deficit each year. That is true, is it not?

Mr. WALTER. The results of the Lehigh Valley Coal Company during all the time I was connected with the company were very unsatisfactory, the general results and final results of the whole thing.

Mr. SHEARN. In this statement of account you have, the largest item that appears in the disbursements of the coal company is $8,186,666 paid for transportation of coal by rail. That means payments to the railroad company at the tariff price, does it not?

Mr. WALTER. Yes.

Mr. SHEARN. And hundreds of thousands of tons on which you paid the tariff price which have gone into that eight million dollars was coal on which you were sustaining a loss of from fifteen cents to thirty cents a ton. Is not that a fact?

Mr. WALTER. If I follow you, no.

Mr. SHEARN. I say that hundreds of thousands of tons of coal on which you paid the tariff rate, which go to make up this total item of eight million dollars and over for transportation, were sold during this period at a loss.

Mr. WALTER. I do not know what those figures show.

Mr. SHEARN. That is just what they show——

Mr. WALTER. One moment. I do not know as to our coal after it comes to tide water. We all know, as a rule, what we did get for the coal that came to tide water. We generally lost money on our coal that came to tide water. As to what transpired with the coal that went to other points, sometimes we made money and sometimes we did not, and at some places we made money and at some places we did not. I think the apparent discrepancy comes from that, because you are continually apparently trying to cook up the general results of the Lehigh Valley Coal Company with what it did at tide water.

Mr. SHEARN. Well, it comes back to this, does it not, that if the Lehigh Valley Railroad Company had not advanced the coal company large sums of money in each year the coal company could not have carried on the business which it did carry on and could not have spent the money it spent on improvements and at the same time have paid the tariff rate for the transportation of coal?

Mr. WALTER. Let me answer that right off. There was never a time during my presidency of the Lehigh Valley Coal Company that we could not borrow money. We could borrow money and pay dollar for dollar. We had the best of collateral. If we did not get it from the railroad company we could get it from some one else. We had the best of collateral.

Mr. SHEARN. You recognize it to be a fact, do you not, that with hundreds of thousands of tons of this purchased coal coming down here during those years, on which this enormous loss was sustained, if you paid the tariff rate it was impossible for the company to have actually made those payments bona fide to the railroad company out of the earnings of its business?

Mr. WALTER. I do not know. I will tell you the honest truth. I will say frankly, as I said before, that there was never a time during my incumbency that the Lehigh Valley Coal Company could not have paid all its debts without any reference to the Lehigh Valley Railroad Company.

The CHAIRMAN. About how much of this coal did you bring to tide water in a year?

Mr. WALTER. I could not recall that now. It is two years since I have had anything to do with the business.

The CHAIRMAN. About what is the entire average output for all?

Mr. WALTER. I think we did a business of seven or eight million tons.

The CHAIRMAN. Twenty per cent of that would be about two million tons. If you lost thirty cents a ton on that it would be six hundred thousand dollars a year. They might have made that up on the other six millions, and more, too, Mr. Shearn?

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. SHEARN. They might have, yes, sir; but inasmuch as they were selling this same coal at the same loss, inasmuch as they were selling their own coal on this same basis, as well as the purchased coal, and were paying the transportation rates to the railroad company on their own coal as well as on the purchased coal, and as there is no reason why they should have made a greater profit on their own coal than on the purchased coal, and as the net result shows a large deficiency, it is quite clear that they could not have made these payments unless the money was paid back by the railroad company.

The CHAIRMAN. Could they not make more money on the coal they mined than on that they bought?

Commissioner CLEMENTS. I understand Mr. Walter to say in substance that whatever the coal company lost the railroad company did make up.

Mr. WALTER. No, sir; I said this: When the Lehigh Valley Coal Company wanted to get money, it went to the Lehigh Valley Railroad Company, as a matter of convenience, because they were the best people to go to; but at any time we could have gone to anybody else and borrowed the same money.

Commissioner CLEMENTS. That was as to all these loans you made?

Mr. WALTER. Yes, sir. Our collateral is our coal.

Commissioner FIFER. Did the coal company, as a matter of fact, always borrow of the railroad company when it wanted money?

Mr. WALTER. As a matter of fact, yes, sir.

Commissioner PROUTY. You say that your credit was first rate all the time that you were president—the credit of your company. About how long did the coal company continue to lose $1,500,000 a year and still continue to have good credit?

Mr. WALTER. When we came out of the strike we were not in as good condition.

Commissioner PROUTY. Did the Lehigh Valley Railroad Company own most of the stock of the Lehigh Valley Coal Company?

Mr. WALTER. Yes, sir.

Commissioner PROUTY. Then, whatever you lost, whether you borrowed it from the railroad company or not, it came out of the railroad company?

Mr. WALTER. To some extent.

Commissioner PROUTY. It was, in the end, the railroad company that lost it?

Mr. WALTER. Yes, sir.

Mr. SHEARN. In other words, it was a mere matter of bookkeeping. That is all?

Mr. WALTER. No, it was not.

Mr. SHEARN. Have you not already stated and testified here that the result of this method of doing business—to wit, selling coal at this large loss on these coal-purchase contracts and charging up the tariff rate on them—resulted in a considerable loss to the coal company, which had to be made good from some source and which was, in fact, made good by the railroad company, as you did not borrow from anybody else?

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. GOWEN. I think it will help the situation, if I may be allowed to say a word here. I said to Mr. Shearn that during the year 1901, the testimony already in showed, for a large part of the year, the arrangement under which the coal company and all other shippers paid forty per cent, or paid a percentage of the price realized at tide water for the coal. That continued up to the end of July, 1901. So, during 1901, for a large part of the year, the coal company did not pay nor did any shipper pay the tariff rate of $1.55, but paid that tariff rate subject to an adjustment at the end of the month by which they were charged with thirty-five or forty per cent during the two periods of the price realized at tide water. Now, as to the volume of coal the Lehigh Valley Coal Company shipped to tide water of prepared sizes above pea, I have Mr. Shearn's table. The figures in evidence show that during 1901 the total shipments to tide by the Lehigh Valley Coal Company in prepared sizes, the total shipments over the Lehigh Valley Railroad Company to New York, to tide, of sizes above pea, were 1,610,000 tons, and in 1902, 910,000 tons. That included the Lehigh Valley Coal Company's shipments and outside shipments; so the proportion of coal purchased by the Lehigh Valley Coal Company which came to tide, considering that the total railroad shipments to tide were only one million and six, were very small, not ten per cent.

Mr. SHEARN. Under this method of doing business, Mr. Walter, what difference, if any, will it make to the Lehigh Valley Railroad Company if the freight rate were reduced twenty-five cents per ton? Would it make any difference to them?

Mr. WALTER. Oh, yes.

Mr. SHEARN. If the freight rate, the tariff rate, which it is supposed to be paying now were twenty-five cents less per ton, that would be so much less that the Lehigh Valley Coal Company had to pay, would it not?

Mr. WALTER. Yes.

Mr. SHEARN. And that would leave it so much better off at the end of the year.

Mr. WALTER. Yes.

Mr. SHEARN. And would leave that much money less to be advanced to it by the railroad company at the end of the year, would it not?

Mr. WALTER. It would depend entirely on the operations of the Lehigh Valley Coal Company.

Mr. SHEARN. I say if in a given period—take the past year—the published tariff had been twenty-five cents less a ton, what would have been the result, if any, to the Lehigh Valley Coal Company? Would not that twenty-five cents a ton have inured to the benefit of the coal company?

Mr. WALTER. If the coal company paid that much less tolls; yes, sir.

Mr. SHEARN. That is what I say. It has paid, you say, the full toll. If the freight rate were reduced twenty-five cents, it would have twenty-five cents less to pay. That would leave the treasury of the company that much better off and that would leave to be advanced by the railroad company to the coal company that much less money, would it not?

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Mr. WALTER. Provided it was necessary for the railroad company to do it.

Mr. SHEARN. To advance anything?

Mr. WALTER. Yes, sir.

Mr. SHEARN. If it was not necessary for it to advance anything, there would be that much more money in the treasury of the coal company, to which the owners of the capital stock of the coal company would be entitled, which would belong to the stockholders?

Mr. WALTER. Yes.

Mr. SHEARN. And the only stockholder is the railroad company. That is correct, is it not?

Mr. WALTER. I guess so.

Mr. SHEARN. So the net result to the railroad company in the case of the Lehigh Valley, outside of the coal which is transported over the Lehigh Valley, not purchased and not mined by the Lehigh Valley Coal Company would be absolutely nil, would it not?

Mr. WALTER. I beg pardon.

Mr. SHEARN. I say, the difference to the Lehigh Valley Railroad Company, the effect upon the Lehigh Valley Railroad Company of a reduction of twenty-five cents per ton for the transportation of coal would be absolutely nothing, except as to the coal transported by it which the coal company did not purchase or which the coal company did not mine.

Mr. WALTER. So far as the Lehigh Valley Coal Company's coal per se is concerned——

Mr. SHEARN. There is only a small amount of coal other than the Lehigh Valley Coal Company's coal and purchased coal that is transported over the Lehigh Valley Railroad, is there not?

Mr. WALTER. It is very large, very large.

Mr. SHEARN. About how much?

Mr. WALTER. I could not say.

Mr. SHEARN. I am speaking of anthracite coal.

Mr. WALTER. Yes; anthracite coal.

Mr. SHEARN. How much?

Mr. WALTER. I would have to get somebody that is there now to answer that. The tonnage is very large.

Mr. SHEARN. Can you not recollect about what it was?

Mr. WALTER. It must have been two or three million tons, if not more. That is just a guess.

Mr. SHEARN. Well, exclusive of what those figures are exactly—we can get them from somebody that recollects them—but exclusive of coal which was not either mined by the Lehigh Valley Coal Company or purchased by it and transported over the Lehigh Valley Railroad Company, the result of a reduction of twenty-five cents a ton or any other amount in the freight rate would have no effect upon the net earnings of the Lehigh Valley Railroad Company, would it?

Mr. WALTER. Yes, it would, Mr. Shearn.

Mr. SHEARN. Will you please point out in what respect.

Mr. WALTER. The net earnings of the Lehigh Valley Railroad Company from what? From its operations?

Mr. SHEARN. From its transportation of anthracite coal.

Mr. WALTER. It would make a very decided difference. It would make the difference you cut off of that rate.

Mr. SHEARN. How would it?

Mr. WALTER. If you cut down the rate you get that much less money.

Mr. SHEARN. I am speaking of the coal company and the purchased coal.

Mr. WALTER. You cut that off.

Mr. SHEARN. You cut off twenty-five cents a ton on that coal and you leave twenty-five cents a ton more in the treasury of the coal company, do you not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. That belongs to the stockholders, doesn't it?

Mr. WALTER. Yes, sir.

Mr. SHEARN. The railroad company is the sole stockholder, is it not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. Where would there be any difference to the railroad company?

Mr. WALTER. The difference would be—you asked me a question that has no connection with the question you asked afterwards. You ask if it affected the results. The net results to the railroad company is one thing, and the income from other sources is an entirely different thing.

Mr. SHEARN. I am speaking of the income of the Lehigh Valley Railroad Company from the transportation of anthracite coal.

Mr. WALTER. Then I say it affects it very much, certainly; of course.

Mr. SHEARN. Now, I am speaking of the net amount available to and receivable by the Lehigh Valley Railroad Company, or realized by them from the transportation of anthracite coal mined by the Lehigh Valley Company or purchased by the Lehigh Valley Coal Company, when the tariff is reduced twenty-five or fifty cents a ton. Now, what would be the difference?

Mr. WALTER. I could not answer.

Mr. SHEARN. It would not be anything, would it?

Mr. WALTER. It might, and it might not be.

Mr. SHEARN. How could it be anything?

Mr. WALTER. It depends on circumstances. Your theory seems to be this—Commissioner Prouty asked me a question a while ago very clearly which I answered. If you put your question the same way I can answer you.

Mr. SHEARN. I cannot do it. I will have to yield to the commissioner in that.

Mr. WALTER. In one case you expect that the same result will work out in one channel as it does in another. It may, and it may not.

Mr. SHEARN. Of course it might be voted away for salaries or something of that sort, but the results from the coal business would be there, and they would be twenty-five cents more a ton to the coal

company if the tariff were put down twenty-five cents a ton, would they not?

Mr. WALTER. If the tariff was put down twenty-five cents a ton, it would increase the receipts of the coal company, and it would decrease the receipts of the railroad company. The railroad company might, and it might not, receive a corresponding increase from other sources.

Mr. SHEARN. But the determination of that would rest with the railroad company, would it not, because it votes all the stock of the coal company?

Mr. WALTER. Yes; you are right now. We are both on the same line now.

The CHAIRMAN. Is it not obvious, Mr. Shearn, that as to coal mined or purchased by the Lehigh Valley Coal Company and brought to tide water, it was no advantage to the railroad company to maintain a tariff any higher than it actually got for transporting that coal?

Mr. SHEARN. Unquestionably. The only reason for doing it, of course, is to make people who do not turn over their coal under these contracts pay a higher rate of freight.

The CHAIRMAN. That may be.

Commissioner PROUTY. Mr. Shearn's point is that these contracts compel the owners of all the coal to sell to the railroad company.

Mr. CARR. If you will pardon me, we have been dealing with the matter of the loss to the coal company or to the railroad company, which had not anything to do with the proposition presented now. It is said that the thirty-five per cent did not come out of the tariff rate. It has not been said that the owner of the coal did not get all his coal was worth.

Mr. SHEARN. What was the object of your entering into these coal purchasing contracts, anyway, Mr. Walter?

Mr. WALTER. Our object was to hold onto the tonnage, to keep it on the road.

Mr. SHEARN. And keep better control over it.

Mr. WALTER. We wanted to keep it on the road.

Mr. SHEARN. Under these coal purchase contracts the amount which shall be mined by each company that sells its product to the railroad coal company is determinable by the coal company, is it not?

Mr. WALTER. In a way, yes, sir. It depends on circumstances.

Mr. SHEARN. That is to say, it is determined by the railroad company that owns the stock of the coal company, is it not?

Mr. WALTER. No, sir.

Mr. SHEARN. Don't you recollect that the contracts provide that the seller hereby agrees to turn over to the purchaser, the coal company, all the coal hereafter mined on his premises, and that the coal company only agrees to take such part of that as bears a just relation to the total amount of coal it has agreed to purchase in that region in any given year?

Mr. WALTER. I do not. I suppose it is so, but I do not remember it.

Mr. SHEARN. The amount of coal mined in these mines operated under these contracts depends on the supply of cars sent to the mines, does it not?

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Mr. WALTER. I think so.

Mr. SHEARN. Which is in the control of the railroad company solely, is it not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And these various collieries have a rating, have they not, such and such a one being fairly entitled on this rating to so many cars and such another one to so many other cars? In other words, they have a colliery rating measured in cars, have they not?

Mr. WALTER. Yes, sir.

Mr. SHEARN. So that when the railroad company determines to reduce the output of coal from the mines, all that it is necessary to do is to reduce the number of cars in the proportions provided for in this statement of colliery rating, and they go down proportionately to the colliery rating?

Mr. WALTER. Yes, sir.

Mr. SHEARN. Did you ever have occasion during your administration to give any directions as to the increase in the number of cars to go to the collieries in a given region or as to a decrease in the number of cars?

Mr. WALTER. No; I do not remember.

Mr. SHEARN. Who attended to that for your road when you were there?

Mr. WALTER. It was jointly done by the general superintendent of the railroad company and the general superintendent of the coal company.

Mr. SHEARN. Now, was it not as much your object in entering into those coal purchase contracts to secure the determination of the amount of coal that should be mined from these various collieries as to maintain the same proportions of tonnage on the railroad. You were entering into a contract here whereby you took all the responsibility of the sale of this coal; you guaranteed the prices, you assumed the risk of the loss, if a loss came out of it; you assumed the loss and had all the burden of transacting the business that was formerly transacted by the individual mines. Now, was it not your object in entering into these new contracts in 1901, whereby the price to the miner was put up five per cent, to secure to the railroad company or to the railroad coal company control over the output of those mines and control over the destination of the coal?

Mr. WALTER. No.

Mr. SHEARN. The distribution of the coal?

Mr. WALTER. No.

Mr. SHEARN. How did you come to go into this Temple Iron Company agreement, Mr. Walter? How did you come to go into it?

Mr. WALTER. In order to protect our tonnage.

Mr. SHEARN. How was your tonnage threatened?

Mr. WALTER. The general situation was very much disturbed. We were apprehensive that if we did not take some measures in order to hold our tonnage to our road somebody would take it away from us.

Mr. SHEARN. What tonnage was it that was threatened; tonnage from what region and to what points?

Mr. WALTER. Principally from the Wyoming region.

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Mr. SHEARN. To what points?

Mr. WALTER. To any point.

Mr. SHEARN. To tide-water points and to western points, I suppose?

Mr. WALTER. Yes, sir.

Mr. SHEARN. What was it that threatened the business at that time and in that way?

Mr. WALTER. There was some talk of building another road and there was a general disturbance throughout the entire territory.

Mr. SHEARN. They talked about building another road?

Mr. WALTER. Yes, sir.

Mr. SHEARN. That was the New York, Wyoming and Western road, to which the tonnage of the Simpson & Watkins collieries had been pledged. Then, one object in inducing the Lehigh Valley Railroad Company to enter into these agreements was to do away with the threatened building of that railroad, was it not?

Mr. WALTER. We did not want anybody to come and take away our tonnage.

Mr. SHEARN. One of the things threatened was the building of this railroad?

Mr. WALTER. Yes, sir.

Mr. SHEARN. That was one of the things you wanted to avoid?

Mr. WALTER. Yes; we wanted to avoid that.

Mr. SHEARN. And you also wanted to preserve to your road the same proportion of tonnage that it had enjoyed previous to this threatened building of an independent railroad?

Mr. WALTER. Yes, sir.

Mr. SHEARN. You recognized, of course, that if this Wyoming and Western Railroad were built to tide water it would result in introducing a new competitor in the business, in your tide-water business, did you not?

Mr. WALTER. It would result in taking tonnage away from the road.

Mr. SHEARN. Taking tonnage away from the road, and then that coal would have been sold down here in competition with your own coal?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And one of the objects of entering into these Temple Iron Company's contracts was to also avoid that threatened competition, was it not?

Mr. WALTER. I did not have that in mind. That follows.

Mr. SHEARN. You had in mind that they were proposing to build an independent line to tide water that would divert traffic from your road?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And which would result in competition with your company of all this other coal?

Mr. WALTER. No; I had in mind that I was going to have my tonnage depleted.

Mr. SHEARN. You also foresaw that here was a very large amount of coal coming to tide water and other places to be sold entirely with-

out any control on your part in competition with the Lehigh Valley Coal Company?

Mr. WALTER. That was not in my mind. I had no idea—I was under a great deal of pressure at that time and thought I was going to lose a lot of tonnage for the Lehigh Valley Railroad.

Mr. SHEARN. That, as you recollect, was the main inducing motive, to prevent the loss of this tonnage, which was going to western points and to tide-water points, and keep it under the control of the Lehigh Valley Railroad in the same proportion as it had previously enjoyed. That is correct, is it not?

Mr. WALTER. No.

Mr. SHEARN. In what respect is it not?

Mr. WALTER. It is not correct, because the overwhelming consideration——

Mr. SHEARN. What was the overwhelming consideration?

Mr. WALTER. It was that I was going to have tonnage taken off the road.

Mr. SHEARN. Which would be transported by another road?

Mr. WALTER. Yes, sir.

Mr. SHEARN. In active competition with your railroad?

Mr. WALTER. Possibly.

Mr. SHEARN. You left the fixing of those percentages to Mr. Baer, did you not?

Mr. WALTER. The papers generally were drawn up by Mr. Baer, and I saw them after they were done and executed.

Mr. SHEARN. With whom did you confer, if with anybody, connected with other railroad companies, before you committed the Lehigh Valley Railroad Company to guaranteeing the stock and bonds, etc., and taking this amount of stock in the Temple Iron Company? Did you talk it over with Mr. Thomas?

Mr. WALTER. It is very possible that I had some conversation with Mr. Thomas, as I did with the other gentlemen, but I do not want to be misrepresented. I want to say this, that the Lehigh Valley Railroad Company realized that it was going to lose tonnage, and we were endeavoring to make the best arrangement we could to hold on to the tonnage we had.

Mr. SHEARN. I was asking you about what representatives of the other railroads you conferred with about this before you finally committed your road to it and authorized Mr. Baer to fix upon the percentages.

Mr. WALTER. I do not recollect. The vital and essential point was decided by the executive committee of the Lehigh Valley Railroad.

Mr. SHEARN. You were present then, and you had had before that was presented to the Lehigh Valley Railroad's executive committee—you had the assurance, did you not, that the other five roads were going in on a basis?

Mr. WALTER. Yes.

Mr. SHEARN. And you had talked over with them and fixed upon what was a fair basis; that is, these different percentages?

Mr. WALTER. Possibly. I do not recollect much upon that subject.

Mr. SHEARN. Before you committed the Lehigh Valley Railroad

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Company to the Temple Iron Company agreement and authorized Mr. Baer to put the matter through, you were assured, were you not, that these five other companies were going in with your road?

Mr. WALTER. Yes.

Mr. SHEARN. In other words, you were not to go into it except in combination with the other roads?

Mr. WALTER. I was not going into it unless I could get what I thought I ought to have.

Mr. SHEARN. And the whole matter was contingent upon its being accepted by the other five roads?

Mr. WALTER. The whole matter was contingent upon my putting the road in a position where the tonnage that we felt belonged to us was going to be retained by us.

Mr. SHEARN. It was decided before you committed your road to this agreement that the tonnage represented in these Simpson & Watkins collieries should be divided up in certain agreed proportions?

Mr. WALTER. It was understood before we went into that arrangement that the tonnage that had been going over the Lehigh Valley Railroad from those collieries should continue.

Mr. SHEARN. And in those same proportions?

Mr. WALTER. We were to get the same tonnage.

Mr. SHEARN. You were to get the same tonnage; yes.

Mr. WALTER. Yes.

Mr. SHEARN. And until that was agreed upon——

Mr. MOOT. I think Mr. Shearn and the witness understand the word "tonnage" differently. I think you understand it to be identical figures, but the witness means the identical collieries.

Mr. WALTER. Yes; I mean the identical collieries; yes.

Mr. SHEARN. I did not understand you.

Mr. WALTER. When I say the same tonnage, I mean the identical collieries; I mean collieries that were on the Lehigh Valley Railroad or reached by the Lehigh Valley Railroad Company were to continue to ship their tonnage over the Lehigh Valley.

Mr. SHEARN. And before you committed your railroad to that scheme, it had been agreed upon between you and the executive heads of the other five companies that that same proportion should be continued after the Temple Iron Company agreements were executed?

Mr. WALTER. In substance—I do not wish to quibble—in one way the question was taken up and papers were drawn up and brought to me, and I agreed with them and said yes.

Mr. SHEARN. But you did not say yes until you had ascertained what does not appear from these papers that have gone in evidence, that the distribution of the tonnage should be in the same proportions as existed prior to or at the time of entering into the agreements. Now, that was a matter that was of importance to you, as you have stated?

Mr. WALTER. No; I say no to the proposition.

Mr. SHEARN. All right; you say no. Did you not know and had you not determined, and had it not been agreed upon prior to your committing the Lehigh Valley to the Temple Iron Company deal, that the tonnage of the Simpson & Watkins collieries would be

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divided up among the railroads in the same proportion existing prior thereto and at the time the contracts were entered into?

Mr. WALTER. There was only one colliery—no; that is not so, because the facts are these, Mr. Shearn: There is only one colliery upon which there could be any question, and that was Mount Lookout.

Mr. SHEARN. That you were dividing up with the Delaware, Lackawanna and Western?

Mr. WALTER. That was owing to certain regulations in connection with the land. There were certain collieries operated by Simpson & Watkins that were on lands belonging to the Lehigh Valley Coal Company, and there were other collieries on lands of the Lehigh Valley Coal Company, and we were apprehensive that conditions were going to be produced by which that tonnage would be taken from our road altogether and——

Mr. SHEARN. And go to what road?

Mr. WALTER. I could not tell.

Mr. SHEARN. The road that they were threatening to build?

Mr. WALTER. No; I don't know; the whole thing was a question.

Mr. SHEARN. It might have gone to the D., L. & W.?

Mr. WALTER. I could not tell.

Mr. SHEARN. It might have gone, some of it, to the Central Railroad of New Jersey?

Mr. WALTER. I could not tell.

Mr. SHEARN. Was not the situation such that some of this tonnage, in the state of mind in which you were then, the apprehensive state of mind, might have been diverted to the Central Railroad of New Jersey? They were parallel roads, running through the same region?

Mr. WALTER. I was apprehensive that I was going to lose some of my tonnage, and I was willing to go into an arrangement that would result in tying that tonnage up to the Lehigh Valley road.

Mr. SHEARN. And before you committed your railroad to that you had been assured by the other five companies that the proportions should not be disturbed, had you not?

Mr. WALTER. Before I went into the trade and signed this paper I knew where I was going to come out of it; yes.

Mr. SHEARN. Before you signed those papers it had been agreed upon between the other five companies and yourself that the existing state of affairs as to tonnage should continue?

Mr. WALTER. Yes. Now, you have a flat question. Yes; so far as the Lehigh Valley Railroad is concerned, that is true.

Commissioner PROUTY. Was there more than one of these Temple collieries that could be reached by more than one railroad?

Mr. WALTER. Yes, sir; oh, yes; there were three or four railroads up there, and they could have been reached by those—yes, sir; they could have been reached.

Commissioner PROUTY. And it was your understanding that if you went into this agreement and put through the Temple Iron arrangement that you were not to reach out after this coal, but it was to be left as it was and was to go in the future as it had in the past, and what had gone to the Lehigh Valley would continue to go to the Lehigh

Valley, and what had gone to the Central Railroad of New Jersey would continue to go to the Central Railroad of New Jersey?

Mr. WALTER. Yes.

Commissioner PROUTY. You were not to invade each other's territory?

Mr. WALTER. That is the idea.

Mr. SHEARN. For instance, here is one Temple Iron Company, which is reached by the D., L. & W., Delaware & Hudson, and Erie, and the Mount Lookout mine, reached by the D., L. & W. and Lehigh Valley, and the Pierce by the D. & H. and the Erie.

Mr. BAER. The Pierce mine?

Mr. SHEARN. Yes.

Commissioner PROUTY. Was this understanding simply a general understanding, or did it take the form of a definite agreement?

Mr. WALTER. I do not know, sir, whether it was in writing. It was clearly understood in my mind. That was the motive in my mind—that was what I was after—to secure that tonnage. I do not remember the papers; the only papers I signed are the papers, so far as I know, that are in evidence here.

Commissioner PROUTY. With whom did you agree about this—did you agree with Mr. Baer and the presidents of the different roads?

Mr. WALTER. My recollection is that the papers were brought up in our executive committee—of course I had conversations with them—but when the thing came down to a definite proposition where I had to act—of course we had had conversations all along and I had known what the result of the agreement was to be—when it came down to a definite decision and we had to decide what we were to do—our executive committee was concerned about one thing, and that is, if we went into this thing and assumed this responsibility, were we going to be able to retain on the rails of the Lehigh Valley the tonnage that came to that railroad.

Commissioner PROUTY. There was no written agreement about that, was there?

Mr. WALTER. I do not know whether it was referred to in the agreement or not.

Mr. SHEARN. No, sir; it is not.

Commissioner PROUTY. Was there any other written agreement, Mr. Walter?

Mr. WALTER. I could not say whether there was or not.

Commissioner PROUTY. But you say there was a definite oral understanding?

Mr. WALTER. Yes. That is followed out—that substantially all those collieries made contracts with the different railroads.

Commissioner PROUTY. And with the same railroads they had before?

Mr. WALTER. Yes.

Commissioner FIFER. Is there any competition now between the so-called coal-carrying roads from the coal mines to tide water in the carriage of coal?

Mr. WALTER. I think so. If a man is willing to take the consequences.

Mr. SHEARN. If what?

Mr. WALTER. If you are willing to take the consequences.

Mr. SHEARN. What are the consequences?

Mr. WALTER. The consequences are that you will derange your business.

Commissioner PROUTY. What did you say the consequences were?

Mr. SHEARN. He said that that would derange the business. What would be the disarrangement?

Mr. WALTER. I don't know what might follow. Almost anything might follow.

Mr. SHEARN. Prices would go down, perhaps?

Mr. WALTER. Very possibly.

Mr. SHEARN. As a matter of fact, you have not observed any such disarrangement of business between the time of the entering into these Temple Iron agreements and December, 1902, when you left the railroad, have you?

Mr. WALTER. I guess not; no. I think not.

Mr. SHEARN. It was also known to you, was it not, in the year 1900, that there was a very great dissatisfaction among the miners in the Wyoming field with the prevailing freight rates—they thought they were too high?

Mr. WALTER. Yes, sir.

Mr. SHEARN. And that is to say, what was to them the same thing as freight rates, that is, the net result they got by turning over their coal under this contract?

Mr. WALTER. Yes.

Mr. SHEARN. They were dissatisfied with those and thought the transportation company was getting more than its share?

Mr. WALTER. Yes.

Mr. SHEARN. And made representations to you and asked to have a new basis fixed?

Mr. WALTER. Yes.

Mr. SHEARN. And as a result of those representations there were a series of conferences between the presidents of the coal-carrying companies and a committee representing those operators, in which a new contract was discussed, was there not?

Mr. WALTER. I have no recollection—oh, ultimately; yes.

Mr. SHEARN. And as the result of those conferences, as has been testified to, the new 65 per cent contracts went into effect?

Mr. WALTER. Yes; that is right.

Mr. SHEARN. In other words, you recognize, and have recognized all along, that these 65 per cent contracts were really contracts to fix the rate?

Mr. WALTER. Substantially.

Mr. SHEARN. As I understand it, Mr. Walter, there is a larger demand for Lehigh Valley coal here at tide water than for coal of the other companies on account of the quality of the coal coming from its mines in that region, is there not?

Mr. WALTER. There is a very good demand; yes, sir.

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Mr. SHEARN. In other words, the demand is such that the Lehigh Valley Coal Company could sell more of its own coal here than it really does. Was that not so during your administration?

Mr. WALTER. We sold all the coal we could.

Mr. SHEARN. Well, did you sell all the coal you could here?

Mr. WALTER. During the active market when we are all busy.

Mr. SHEARN. Yes; when you are all busy; but did you not recognize and have you not so stated that there was a percentage agreement between the railroads, or the railroad coal companies, governing to a certain extent the proportion of sales by the different companies?

Mr. WALTER. No, sir; no, sir.

Mr. MOOT. You read the figures to us, of 500,000, where they were 1,600,000 the very next year.

Mr. SHEARN. Have you not stated and is it not a fact, Mr. Walter, that the Lehigh Valley Coal Company during your administration did not produce and sell at tide water as much coal as it was capable of producing and marketing?

Mr. WALTER. I do not think I said anything like that.

Mr. SHEARN. Well, you used to receive Ruley's reports, did you not?

Mr. WALTER. Yes.

Mr. SHEARN. And you used to see on those reports the heading, "tonnage based on the presidents' percentages," did you not?

Mr. WALTER. Yes.

Mr. SHEARN. What did that mean to you?

Mr. WALTER. That meant the question of the shipping of coal and not the sale of coal. You have the two mixed.

Mr. SHEARN. Changing the form of the question, then, was there during this period an understood arrangement between the presidents of the different companies as to the proportion of anthracite tonnage to be shipped over each of the railroads?

Mr. WALTER. Yes.

Mr. SHEARN. And when was that understanding arrived at; when was it reached?

Mr. WALTER. Oh, I do not remember.

Mr. SHEARN. Was that not in January, 1896?

Mr. WALTER. I think it was; yes. I think so.

The CHAIRMAN. If the examination of Mr. Walter is to be very much more protracted, can not you suspend with him and take up Mr. Baer?

Mr. SHEARN. I will be through in just a few moments. I promised Mr. Walter I would let him catch the 3.25 train, but I will be through with him right away.

The CHAIRMAN. We do not like to sit later than half past 4.

Mr. SHEARN. But this gentleman is going to Europe in a day or two, and I want to finish with him, and I do not want to call Mr. Baer back another day.

The CHAIRMAN. I did not know but that Mr. Walter would prefer to come back.

Mr. WALTER. I would much rather get through now.

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

Mr. SHEARN. As you recall it, that tonnage agreement was entered into in January, 1896. Now, did you, so far as you were able, as president of the Lehigh Valley Railroad Company, do your best to live up to that understanding?

Mr. WALTER. Yes.

Mr. SHEARN. The figures representing the percentages to which you refer are the percentages referred to as the presidents' percentages on this Ruley statement?

Mr. WALTER. Yes; that is right.

Mr. SHEARN. And as I understand it, you never had anything actively to do with the fixing of the price of coal yourself?

Mr. WALTER. No.

Mr. SHEARN. That was a subject that you personally avoided?

Mr. WALTER. Yes.

Mr. SHEARN. Who was in your company that assumed the responsibility of entering into arrangements for fixing the price of coal?

Mr. WALTER. The general business of the company was under the charge of the vice-president.

Mr. SHEARN. And his name was Mr. William H. Sayre?

Mr. WALTER. Yes.

Mr. SHEARN. And the tide-water price for Lehigh Valley coal was fixed by Mr. Sayre?

Mr. WALTER. Yes.

Mr. SHEARN. During your administration?

Mr. WALTER. Generally; yes, sir. I do not think it was ever otherwise.

Mr. SHEARN. Did Mr. Sayre tell you how he arrived at the price from time to time?

Mr. WALTER. No; excepting that we tried to get the price as near as we could to a point where it would be maintained and as high as we could.

Mr. SHEARN. And as high as you could?

Mr. WALTER. Yes, sir.

Mr. SHEARN. That is all.

Mr. GOWEN. You have just spoken of these figures that were called the presidents' figures, having to do with the relative tonnage over various roads, and you spoke of the matter as having originated in 1896. At that time you had no connection with the Lehigh Valley road?

Mr. WALTER. No.

Mr. GOWEN. You do not know anything about how the figures started?

Mr. WALTER. I was not president of the Lehigh Valley at that time.

Mr. GOWEN. You had nothing to do with the coal business at that time?

Mr. WALTER. No.

Mr. GOWEN. During the time you were president of the Lehigh Valley Railroad Company you were under no agreement or understanding which was binding on you by which you undertook to regulate the percentage of shipments over the Lehigh Valley road?

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst v. Phila. and Reading Rwy. Co. et al.*—Continued.

You could have decreased your percentage or run it up without violating any agreement?

Mr. WALTER. Yes, sir.

Mr. GOWEN. When those figures were adhered to, was it not on account of the belief that they represented the tonnage naturally tributary to the various roads, and that if any person undertook to ship an inordinate quantity of coal it would only lead to damage to that person?

Mr. WALTER. Yes, sir.

Mr. GOWEN. Namely, it would lead to a war of rates?

Mr. WALTER. Yes, sir; that is the point.

Mr. GOWEN. With reference to this Temple Iron Company contract, you said that the one thing you had in mind was the securing to the Lehigh Valley Railroad Company the tonnage you believed was tributary to it. You were asked if you did not believe there was an agreement as to percentages with the different companies. Did you agree to that?

Mr. WALTER. Only to the extent that I did not want to agree to bind myself.

Mr. GOWEN. You did not care so long as you got your tonnage how the rest was divided?

Mr. WALTER. I was trying to get the best trade I could.

Mr. GOWEN. You did not care whether the rest went to the Reading or was divided up?

Mr. WALTER. No.

Mr. GOWEN. And you did not enter into any agreement on that subject?

Mr. WALTER. No. Not as far as I could.

Mr. GOWEN. You have also spoken of the effect of the coal-purchase contracts as to fix the rate at 35 per cent. Was that a correct answer? The controversy that you had with Mr. Meeker, who insisted after those contracts were made he was entitled to a 35 per cent rate. Do you remember that?

Mr. WALTER. No; I don't believe I do. I know there was a controversy, but I have forgotten the details of it.

Mr. GOWEN. Was not the attitude that you took at that time that the 35 per cent was not intended to represent the rate that the railroad company was to charge for coal, but that the rate to be charged for the coal was the open tariff rate?

Mr. WALTER. That was just toward the termination of my connection with the company, and I could not recall it.

Mr. GOWEN. Well, Mr. Meeker has testified——

Mr. WALTER. Well, I knew there was a controversy of that kind, but I could not recall it.

UNITED STATES OF AMERICA,
District of Columbia, ss:

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the foregoing petition and complaint of William Randolph Hearst, petitioner and complainant, against Philadelphia & Reading Railway Company; Lehigh Valley Railroad

GOVERNMENT EXHIBIT No. 159.—*Certified copy of petition, answers, and testimony of Alfred Walter, in proceeding of William Randolph Hearst* v. *Phila. and Reading Rwy. Co. et al.*—Continued.

Company; Delaware, Lackawanna & Western Railroad Company; Central Railroad Company of New Jersey; New York, Susquehanna & Western Railroad Company; Erie Railroad Company; New York, Ontario & Western Railway Company; Delaware & Hudson Company; Pennsylvania Railroad Company; and Baltimore & Ohio Railroad Company, defendants, and the foregoing answers of said defendants, and the foregoing testimony of Alfred Walter, a witness in said proceeding, are truly taken and copied from the records of said commission.

In witness whereof I have hereunto set my hand and affixed the seal of said commission, at the city of Washington, this twelfth day of December, 1908.

[SEAL.]

EDW. A. MOSELEY,
Secretary.

GOVERNMENT EXHIBIT No. 160.

TABLES OF FREIGHT RATES ON ANTHRACITE COAL.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached, numbered, respectively, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, and 1611, show the rates on anthracite coal from and to the points specified in each of said statements, and the distances between said points, as published and stated in tariffs and distance tables filed with the said Interstate Commerce Commission by the railroad companies respectively named in said statements (except that in the instances expressly noted the said distances were taken from the Official Railway Guide and Bullinger's Guide), and more particularly referred to in each of said statements under their respective I. C. C. numbers.

In witness whereof I have hereunto set my hand and affixed the seal of said Commission this 11th day of January, A. D. 1909.

[SEAL.] EDW. A. MOSELEY,
Secretary of the Interstate Commerce Commission.

No. 1602.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement showing rates on anthracite coal, carloads, to Buffalo, N. Y., from mines as named below.

[Rates in cents per ton of 2,240 pounds.]

From	Erie R. R. mines.		Lehigh Valley R. R. mines.				D., L. & W. R. R. mines.		
Dates.	Carbondale, Pa.; Forest City, Pa.		Wyoming region.		Lehigh region.		Scranton district.		
	Prepared sizes.	Smaller sizes.	Prepared sizes.	Smaller sizes.	Prepared sizes.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.
January 1, 1899	225	200	225	200	225	200	225	225	225
January 1, 1899	*255	*230	*255	*230	*255	*230	.....	.....	.....
May 8, 1899	200	175	200	175	200	175	.....	.....	.....
May 8, 1899	*225	*200	*225	*200	*225	*200	.....	.....	.....
January 1, 1900	225	200	225	200	225	200	.....	.....	.....
January 1, 1900	*250	*225	*250	*225	*250	*225	.....	.....	.....
March 5, 1900	225	200	.....	.....	.....	.....	.....	.....	.....
March 5, 1900	*250	*225	.....	.....	.....	.....	.....	.....	.....
May 14, 1900	200	175	200	175	200	175	200	200	200
May 14, 1900	*225	*200	*200	*225	*200	.....	.....	.....	.....
February 18, 1907	.....	.....	.....	.....	.....	.....	200	175	175
February 18, 1907	.....	.....	.....	.....	.....	.....	*225	*200	*200

*F. o. b. vessel.

Erie R. R., ICC Nos. D-81, 141, 184, 222, 252, 301, 364, 457, 499. Lehigh Valley R. R., ICC Nos. D-19, 63, 86, 113, 141, 184, 241. D., L. & W. R. R., coal, ICC Nos. 13, 16, 17, 18, 4146, and 4222.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Cont'd.

No. 1603.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement showing rates on anthracite coal, carloads, to Buffalo, N. Y., from mines as named below.

[Rates in cents per ton of 2,240 pounds.]

From	Philadelphia and Reading mines.				Pennsylvania Railroad mines.			
Dates.	Schuylkill region.		Shamokin region.		Wilkesbarre.		Shamokin.	
	Prepared sizes.	Pea and smaller.	Prepared sizes.	Pea and smaller.	Prepared sizes.	Pea and smaller.	Prepared sizes.	Pea and smaller.
January 1, 1899			225	200	225	200	225	200
January 1, 1899			[a] 255	[a] 230	[b] 255	[b] 230	[b] 255	[b] 230
May 8, 1899			200	175	200	175	200	175
May 8, 1899			[a] 225	[a] 200	[b] 225	[b] 200	[b] 225	[b] 200
January 1, 1900			225	225	225	200	225	200
January 1, 1900			[a] 250	[a] 250	[b] 250	[b] 225	[b] 250	[b] 225
May 14, 1900			200	200	200	175	200	175
May 14, 1900			[a] 225	[a] 225	[b] 225	[b] 200	[b] 225	[b] 200
May 20, 1901			200	175				
May 20, 1901			[a] 225	[a] 200				
November 23, 1903			200	175				
November 23, 1903			[a] 225	[a] 200				

[a] Applies to Buffalo (dock), N. Y., for shipment (including shipping expenses).
[b] F. o. b.

No rates published from C. R. R. Co. of N. J. mines to Buffalo, N. Y.
No rates published from N. Y., S. & W. R. R. mines to Buffalo, N. Y.
No rates published from N. Y., O. & W. Ry. mines to Buffalo, N. Y.
P. & R. Ry., ICC Nos. A-32, 95, 124, 148, 182, 210, 302. Pennsylvania R. R., ICC A-213, 359, 398, 399, 474, 1194.

No. 1604.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement showing rates on anthracite coal, carloads, from mines on the D., L. & W. R.R., to Hoboken, N. J.

[Rates in cents per ton of 2,240 pounds.]

From	Mines on Delaware, Lackawanna & Western R. R. (Scranton district).		
To	Hoboken, N. J.		
Dates effective.[a]	Prepared sizes.	Pea.	Buckwheat and smaller sizes.
January 1, 1899	160	160	160
June 1, 1903	[b] 158	[b] 143	[c] 128
February 18, 1907	160	145	135
April 6, 1907	[b] 158	[b] 143	[c] 128

[a] Rates effective on any given date continue in effect until next succeeding date.
[b] F. o. b. vessel.
[c] Applies on buckwheat; rice and barley, $1.13 per ton.
Distance, Scranton, Pa., to Hoboken, N. J., 145 miles, as per Official Guide; distance table not filed.
D., L. & W. R. R., ICC Nos. 13, 18, 4146, 4222, 4223.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Continued.

No. 1605.] **Interstate Commerce Commission—Division of Rates and Transportation.**

Statement showing rates on anthracite coal, carloads, from mines on the Central R. R. Co. of New Jersey to points named.

[Rates in cents per ton of 2,240 pounds.]

To	Elizabethport, N. J. (local).						Boston, Mass.						Philadelphia, Pa.						Baltimore, Md.					
From	Lehigh region.			Wyoming region.			Lehigh region.			Wyoming region.			Lehigh region.			Wyoming region.			Lehigh region.			Wyoming region.		
Dates effective.[a]	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.	Prepared sizes.	Pea.	Buckwheat and culm.
January 1, 1899	155	140	120	155	140	120	.....	.....	.....	.....	.....	.....	175	145	130	180	150	135	200	185	185	205	190	190
July 15, 1901 (withdrawn March 4, 1903)	.....	.....	.....	.....	.....	.....	[b] 325	[b] 325	[b] 325	[b] 325	[b] 325	[b] 325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 23, 1903	.....	.....	.....	.....	.....	.....	290	290	290	290	290	290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January 9, 1904	.....	.....	.....	.....	.....	.....	285	285	285	285	285	285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January 10, 1905	155	140	[c] 120	155	140	[c] 120	.....	.....	.....	.....	.....	.....	175	145	130	180	150	135	.....	.....	.....	.....	.....	.....
October 18, 1906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[d] 170	[d] 155	[d] 155	[d] 175	[d] 160	[d] 160
February 12, 1907	.....	.....	.....	.....	.....	.....	270	270	270	270	270	270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February 27, 1908 [e]	.....	.....	.....	.....	.....	.....	270	260	[g] 240	270	260	[g] 240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February 27, 1908 [f]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

[a] Rates effective on any given date continue in effect until next succeeding date.
[b] Applies via Boston (Columbus avenue); to Boston (Plymouth division), $3.45 per ton.
[c] Applies on buckwheat No. 1; buckwheat 2 and 3, $1.10 per ton.
[d] For reshipment via water.
[e] Applies via Easton, Pa., L. & H. Ry., Maybrook, N. Y., C. N. E. Ry., Hopewell Junction, N. Y., and N. Y., N. H. & H. R. R.
[f] Applies via Central R. R. Co. of N. J., Jersey City, Float, and N. Y., N. H. & H. R. R.
[g] Applies on buckwheat No. 1; buckwheat 2 and 3, $2.25 per ton.

Distance to Elizabethport from Wilkes-Barre (Wyoming region), 164 miles; from Upper Lehigh (Lehigh region), 144 miles. C. R. R. Co. of N. J. does not file distance table; distances taken from Official Guide.

In compliance with the 10th covenant of the lease from the Lehigh Coal and Navigation Co., under which the Central R. R. Co. of N. J. operates the Lehigh & Susquehanna R. R., a lateral allowance is made of herein-named rates to the Lehigh Coal & Navigation Co. on all anthracite coal originating on the latter's tracks in the Panther Creek, Nesquehoning, and Hacklebarnie districts mined and shipped by it when coming via the Hauto, Nesquehoning, and Mauch Chunk gateways. The covenant referred to is set forth in the lease of March 31, 1871, and recorded in Deed Book No. 262, page 480, of Luzerne County, and in Deed Book No. 43, page 239, Lackawanna County, Pa.

No rates published to Port Johnston, N. J.

C. R. R. Co. of N. J. ICC Nos. 291, 489, 1197, 1350, 1378, 1406, 1407, 1417, 3, 5, 50, 52, 53, 70, 76.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Continued.

[No. 1606.] **Interstate Commerce Commission—Division of Rates and Transportation.**

Statement showing rates on anthracite coal, carloads, from mines on the Philadelphia & Reading Ry., to points named below.

[Rates in cents per ton of 2,240 pounds.]

To.....	New York, N. Y. (via Port Reading, N. J.).			New York, N. Y. (via Port Reading, N. J.).			Boston, Mass.						Camden, N. J.						Baltimore, Md.					
From.....	Schuylkill region.			Shamokin region.			Schuylkill region.			Shamokin region.			Schuylkill region.			Shamokin region.			Schuylkill region.			Shamokin region.		
Dates effective.[a]	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.
January 1, 1899.....	[b] 195	[b] 180	[b] 160	[b] 195	[b] 180	[b] 160	.....	.....	.....	.....	.....	.....	170	140	125	170	140	125	[c] 170 [d] 140 200	[c] 160 [d] 140 160	[c] 160 [d] 140 160	[c] 170 [d] 140	[c] 160 [d] 140	[c] 160 [d] 140
June 1, 1900.....							.....	.....	.....	.....	.....	.....							[e] 185	[e] 170	[e] 170	[e] 185	[e] 170	[e] 170
September 25, 1901.....	[b] 195	[b] 180	[b]/165				.....	.....	.....	.....	.....	.....	170	140	125	170	140	125	200	160	160	200	160	160
September 4, 1906, to date.....	[b] 195	[b] 180	[b]/165	[b] 195	[b] 180	[b]/165	.....	.....	.....	.....	.....	.....	170	140	125	170	140	125	200	160	160	200	160	160
January 1, 1899 (withdrawn May 8, 1901).....							345	345	345	345	345	345	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 18, 1901 (withdrawn July 6, 1903).....							[g] 345	[g] 345	[g] 345	[g] 345	[g] 345	[g] 345	.....	.....	.....	.....	.....	.....	[h] 170 [i] 200 [j] 140	[h] 130 [i] 160 [j] 130	[h] 130 [i] 160 [j] 130	[h] 170 [i] 200 [j] 140	[h] 130 [i] 160 [j] 130	[h] 130 [i] 160 [j] 130
June 12, 1903.....							290	290	290	290	290	290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 22, 1903.....							285	285	285	285	285	285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January 23, 1904.....							270	270	270	270	270	270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
November 1, 1907.....							.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[k] 200 200	[k] 160 160	[k] 160 160	[k] 200 200	[k] 160 160	[k] 160 160
April 1, 1906.....							.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December 4, 1906.....							.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

[a] Rates effective on any given date continue in effect until next succeeding date.

[b] An allowance of 40 cents per gross ton will be made from above rates for barge service, and discharging in New York Harbor. (Applies on cargo lots reshipped into vessels at Port Reading, N. J.)

[c] F. o. b. Locust Point, for Chesapeake Bay points. (See note.) Restored July 9, 1903.

[d] F. o. b. Locust Point, for points outside of the capes of Chesapeake Bay. (See note.) Restored July 9, 1903.

[e] Applies to Baltimore, Md. (alongside), effective June 1, 1900, and withdrawn, effective May 24, 1907.

[f] Applies on buckwheat No. 1; buckwheat No. 2, $1.50 per ton.

[g] Plymouth division (Columbus avenue), $3.25 per ton.

[h] F. o. b. Locust Point, for points inside the capes of Chesapeake Bay, effective March 4, 1905.

[i] Harbor delivery.

[j] F. o. b. Locust Point, for points outside of the capes of the Chesapeake Bay.

[k] On coal shipped over Locust Point or Curtis Bay Pier an allowance of 30 cents per ton for boat freight and discharging will be made when coal is destined to points in Baltimore Harbor or points on Chesapeake Bay north of the Potomac River. When destined to points on or south of the Potomac River, an allowance of 60 cents per ton will be made on prepared sizes and 30 cents per ton on pea and smaller sizes; this cancels track and harbor delivery.

NOTE.—Effective May 20, 1903, the rates from Shamokin and Schuylkill districts to Baltimore, for harbor delivery; also to Locust Point Pier, Baltimore, Md., when destined to points in Chesapeake Bay (but not including Baltimore Harbor), and to Locust Point Pier, Baltimore, Md., when destined to points outside the capes of the Chesapeake Bay, via Park Junction, Pa., and Baltimore & Ohio R. R., no through rates to these points via this route now in effect.

P. & R. Ry. ICC Nos. A-29, 190, 233, 65, 208, 273, 292, 80, 251, 70, 219, 249, 175, 232, 171, 24, and 186.

Distance to Port Reading from Pottsville, 158 miles, and from Shamokin, 215 miles—P. & R. Ry. ICC 409.

No. 1607.] **Interstate Commerce Commission—Division of Rates and Transportation.**

Statement showing rates on anthracite coal, carloads, from mines on the Erie Railroad to points named.

[Rates in cents per ton of 2,240 pounds.]

To	Jersey City, N. J.						Weehawken, N. J.						Boston, Mass.					
From	Carbondale, Pa.			Forest City, Pa.			Carbondale, Pa.			Forest City, Pa.			Carbondale, Pa.			Forest City, Pa.		
Dates effective.[a]	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.
March 5, 1900							[b] 195	[b] 180	[b] 180	[b] 195	[b] 180	[b] 180						
March 5, 1900	175	145	135	175	145	135	175	145	135	175	145	135						
June 1, 1901													325	325	325	325	325	325
May 1, 1903							160	145	[c] 130	160	145	[c] 130	290	290	290	290	290	290
June 26, 1903	160	145	135	160	145	135	160	145	135	160	145	135						
August 22, 1903 (withdrawn June 10, 1904)													290	290	290	290	290	290
July 11, 1904													285	285	285	285	285	285
September 1, 1904							160	145	[d] 130 / [e] 115	160	145	[d] 130 / [e] 115						
November 13, 1907													270	270	270	270	270	270
February 17, 1908, f. o. b.							160	145	[d] 130 / [e] 115	160	145	[d] 130 / [e] 115						

[a] Rates effective on any given date remain in effect until next succeeding date.
[b] Applies to New York Harbor via Weehawken within lighterage limits, discharged. An allowance of 35 cents per ton will be made from the rate to New York, discharged, for the barge service from Weehawken and discharged.
[c] Applies on buckwheat; rice $1.25, barley $1.15 per ton.
[d] Applies on buckwheat.
[e] Applies on rice and smaller.

No published rates to Baltimore or Philadelphia.
Distance to Jersey City, N. J., from Carbondale, Pa., 232 miles; from Forest City, Pa., 225 miles. From Official Guide; distance table not filed.
Erie R. R., ICC D–228, 231, 292, 320, 323, 334, 340, 360, 362, 374, 383, 485, 493, 507, 509, 505.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Continued.

No. 1608.] **Interstate Commerce Commission—Division of Rates and Transportation.**

Statement showing rates on anthracite coal, carloads, from mines on the Lehigh Valley Railroad, in the Lehigh and Wyoming districts to points named.

[Rates in cents per ton of 2,240 pounds.]

To	Perth Amboy, N. J.								Boston, Mass.								Philadelphia, Pa.								Baltimore, Md.							
From	Lehigh region (Mahanoy City).				Wyoming region (Wyoming, Pa.).				Lehigh region (Mahanoy City).				Wyoming region (Wyoming, Pa.).				Lehigh region (Mahanoy City).				Wyoming region (Wyoming, Pa.).				Lehigh region (Mahanoy City).				Wyoming region (Wyoming, Pa.).			
Dates effective.[a]	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.	Prepared sizes.	Pea.	Buckwheat.	Rice and barley.
January 1, 1899	155	140	120	120	155	140	120	120	415	415	415	415	415	415	415	415	175	145	130	130	180	150	135	135	200	185	185	185	205	190	190	190
May 1, 1900	[b]155	[b]140	[b]125	[b]120	[b]155	[b]140	[b]125	[b]125																								
June 24, 1901									[c]325	[c]325	[c]325	[c]325	[c]325	[c]325	[c]325	[c]325																
August 7, 1901	[b]155	[b]140	[b]125	[b]120	[b]155	[b]140	[b]125	[b]110																								
July 23, 1903									290	290	290	290	290	290	290	290																
November 16, 1903	155	140	125	115	155	140	120	115																								
January 11, 1904									[d]285	[d]270	[d]255	[d]240	[d]285	[d]270	[d]255	[d]240																
January 10, 1905	155	140	120	110	155	140	120	110																								
June 24, 1907									285	275	255	195	285	275	255	195																
January 7, 1908									270	260	240	225	270	260	240	225																
November 2, 1908																									[e]170	[e]155	[e]155	[e]155	[e]175	[e]160	[e]160	[e]160

[a] Rates effective on any given date remain in effect until next succeeding date.
[b] F. o. b. vessels.
[c] Withdrawn July 5, 1903.
[d] Withdrawn March 1, all sizes smaller than chestnut.
[e] Boston street piers for reshipment.

Distance from Mahanoy City to Perth Amboy, N. J., 147 miles; from Wilkesbarre (Wyoming district) to Perth Amboy, 159 miles. From Official Guide; distance table not filed. Lehigh Valley R. R., ICC Nos. D–30, 36, 47, 134, 158, 162, 191, 243, 266, 287.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Cont'd.

No. 1609.]

Interstate Commerce Commission—Division of Rates and Transportation.

Statement showing rates on anthracite coal, carloads, over the New York, Ontario & Western Ry., from Scranton and Carbondale, Pa., to Weehawken, N. J., and Boston, Mass.

[Rates in cents per ton of 2,240 pounds.]

To	Weehawken, N. J.			Boston, Mass.		
From	Scranton and Carbondale, Pa.			Scranton and Carbondale, Pa.		
Dates effective.[a]	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.
January 1, 1899	205	175	155			
July 15, 1901				325	325	325
November 1, 1902	160	160	160			
May 1, 1903				290	290	290
March 22, 1904				285	285	285
June 8, 1904	160	145	[b] 130			
December 14, 1906				285	[c] 285	195
November 4, 1907				270	[c] 270	195
June 1, 1908				270	260	[d] 240

[a] Rates effective on any given date remain in effect until next succeeding date.
[b] Applies on buckwheat No. 1; buckwheat No. 2 (rice), $1.25 per ton; buckwheat No. 3 (barley), $1.15 per ton.
[c] Also applies on buckwheat No. 1
[d] Applies on buckwheat No. 1; buckwheat Nos. 2 and 3, $1.95 per ton.

No rates published to Baltimore and Philadelphia.
Distance to Weehawken, N. J., from Scranton, 214 miles, and from Carbondale, Pa., 197 miles. Official Guide, distance table not filed.
N. Y., O. & W. Ry. ICC Nos. 284, 916, 1252, 1416, 1475, 1607, 1718, 2519, 2552, 2736, 2927, 2940, 3232.

No. 1610.] **Interstate Commerce Commission—Division of rates and transportation.**

Statement showing rates on anthracite coal, carloads, from mines on the Pennsylvania R. R. to the following points.

[Rates in cents per ton of 2,240 pounds.]

To	South Amboy, N. J. (via Penna. R. R.)			New York, N. Y.[a] (via South Amboy, N. J.)			Boston, Mass.			Baltimore, Md.			Camden, N. J.					
From	Wilkesbarre and Shamokin, Pa.			Wilkesbarre and Shamokin, Pa.			Wilkesbarre and Shamokin, Pa.			Wilkesbarre and Shamokin, Pa.			Wilkesbarre, Pa.			Shamokin, Pa.		
Dates effective.[b]	Prepared sizes.	Pea.	Smaller than pea.	Prepared sizes.	Pea.	Smaller than pea.	Prepared sizes.	Pea.	Smaller than pea.	Prepared sizes.	Pea.	Smaller than pea.	Prepared sizes.	Pea.	Smaller than pea.	Prepared sizes.	Pea.	Smaller than pea.
January 1, 1899				180	165	155				200	185	[c]185	175	145	[d]130	170	140	[d]125
January 24, 1900				190	165	155												
May 1, 1900				180	165	155												
July 22, 1900							290	200	290	200	185	185	175	145	[d]130	170	140	[d]125
November 19, 1900				190	165	155												
April 11, 1901				180	165	155												
September 27, 1901				190	165	155												
April 14, 1902				180	165	155												
February 8, 1904							285	285	285	200	185	185	175	145	[d]130	170	140	[d]125
November 4, 1904										[c]200	[c]160	[c]160						
December 23, 1905										200	160	[d]160						
August 27, 1906							285	285	285	[c]170	[c]130	[c]130	175	145	[d]130	170	140	[d]125
August 29, 1906	[c]140	[c]125	[c]115															
October 22, 1906							285	285	285	200	160	[d]160	180	150	[d]135	170	140	[d]125
May 8, 1907	[c]140	[c]125	[d c]115															
November 4, 1907							270	270	270	200	160	[d]160	180	150	[d]135	170	140	[d]125
April 3, 1908										[c]170	[c]130	[c]130						

[a] Within lighterage limits, discharged. (See note.)
[b] Rates effective on any given date remain in effect until next succeeding date.
[c] From north and west branch, Shamokin division, and Summit branch, on buckwheat and culm, $1.60 per ton.
[d] Applies on buckwheat and culm.
[e] F. o. b. for reshipment by water.

NOTE.—An allowance of 40 cents per ton of 2,240 pounds will be made from the rate to New York, discharged, or the barge service from South Amboy and discharge. Effective August 29, 1906, through rates to New York were canceled by ICC A-1141, which names rates to South Amboy (f. o. b.), N. J., for reshipment by water.

Distances: Shamokin to South Amboy, 273 miles; Jersey City, 260 miles; Wilkesbarre to South Amboy, 266 miles; Jersey City, 248 miles. Distances taken from Penna. R. R. ICC G-2157.

Penna. R. R. ICC A-1352; AA-43, 119; A-1240, 1349, 1418, 88, 877; AA-84; A-1138, 56, 982 AA-144; A-315, 420, 469, 502, 605, 628, 715, 1336, and 1141.

GOVERNMENT EXHIBIT No. 160.—*Tables of freight rates on anthracite coal*—Cont'd.

No. 1611.]

Interstate Commerce Commission—Division of Rates and Transportation.

Statement showing rates on anthracite coal, carloads, from mines on the New York, Susquehanna & Western Ry., to points named.

[Rates in cents per ton of 2,240 pounds.]

Dates effective.[a]	From Yatesville, Pa., to—								
	Edgewater, N. J.			Schuetzen Park, N. J.			Boston, Mass.		
	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.	Prepared sizes.	Pea.	Smaller sizes.
June 1, 1901							325	325	325
May 1, 1903	[b] 160	[b] 145	[b] [c] 130						
June 26, 1903				160	145	135			
September 1, 1904	[b] 160	[b] 145	[b] [d] 130						

[a] Rates effective on any given date remain in effect until next succeeding date.
[b] F. o. b.
[c] Applies on buckwheat. Rate on rice, $1.25; barley, $1.15 per ton.
[d] Applies on buckwheat. Rate on rice and smaller, $1.15 per ton.

Prior to May 1, 1903, they published from mines on the N. Y. S. & W. Ry., to New York Harbor, via Edgewater, N. J. (within lighterage limits discharged), on prepared sizes, $1.95; pea, $1.80; and on smaller sizes, $1.80 per ton, with the following note: "An allowance of 35 cents per ton, 2,240 pounds, will be made from the rate to New York, discharged, for barge service from Edgewater and discharged."

Distance, Yatesville to Jersey City, 160 miles, as per Official Guide; distance table not filed.

N. Y., S. & W. Ry. ICC Nos. A-71, 76, 79, 83, 86, D-451 and W. & E. R. R. ICC A-2.

GOVERNMENT EXHIBIT No. 161.

Total shipments of anthracite coal carried by transporting companies named in the years 1894 to 1899, inclusive.

[Tons of 2,240 pounds.]

	1894.	1895.	1896.	1897.	1898.	1899.
Philadelphia & Reading R. R.	8,289,089	9,905,059	9,019,535	8,395,411	8,219,814	9,683,503
Lehigh Valley R. R.	6,424,676	7,360,454	6,749,128	6,425,227	6,885,577	7,588,932
Central Railroad of New Jersey	4,847,886	5,335,785	4,999,003	4,730,860	4,626,386	5,392,550
Delaware, Lackawanna & Western R. R.	5,997,989	6,129,261	5,627,533	5,690,684	5,795,540	6,372,401
Delaware & Hudson Co.	3,997,059	4,347,844	4,152,273	3,921,665	3,891,246	4,132,459
Pennsylvania R. R.	4,727,576	5,025,645	4,752,120	4,764,332	4,801,349	5,158,102
Pennsylvania Coal Co.	1,705,198	1,828,382	1,728,972	1,777,841	1,854,515	2,347,061
Erie R. R.	.....	.....	1,718,262	1,670,614	1,596,539	1,949,876
New York, Lake Erie & Western R. R.	1,069,827	1,794,853	.....	.....	.....	.....
New York, Ontario and Western Ry.	1,372,365	1,424,407	1,321,895	1,323,868	1,371,592	1,891,478
Delaware, Susquehanna & Schuylkill R. R.	1,633,369	1,867,543	1,698,684	1,622,929	1,555,430	1,694,467
New York, Susquehanna & Western R. R.	726,166	1,492,244	1,410,060	1,314,433	1,301,763	1,454,375
	41,391,200	46,511,477	43,177,485	41,637,864	41,899,751	47,665,204

GOVERNMENT EXHIBIT No. 162.

AGREEMENT BETWEEN SIMPSON & WATKINS AND THE TEMPLE IRON COMPANY.

This agreement, made this twenty-seventh day of February, in the year one thousand eight hundred and ninety-nine, by and between Clarence D. Simpson and Thomas H. Watkins, composing the firm of Simpson & Watkins, of Scranton, Pennsylvania (hereinafter called the Vendors), parties of the first part; and

The Temple Iron Company, a corporation existing under the laws of the State of Pennsylvania, and having its principal office at Reading, Pennsylvania (hereinafter called the Company), party of the second part:

Witnesseth, that in consideration of the mutual promises hereinafter contained, and the benefits expected to be derived therefrom, the parties hereto have covenanted and agreed, and by these presents do covenant and agree, as follows:

FIRST.

I. By these presents, the Vendors assign, set over, and transfer to The Temple Iron Company all of the capital stock, assets, and property, free of all debts, liens, and liabilities of every kind (except as hereinafter stated), of the following corporations:

(a) The Forty Fort Coal Company.
(b) The Mount Lookout Coal Company.
(c) The Wyoming Land Company.
(d) The Wyoming Electric Light Company.
(e) The Babylon Coal Company.
(f) The Sterrick Creek Coal Company.
(g) The Edgerton Coal Company.
(h) The Hendrick Land Company.
(i) The Northwest Coal Company.
(j) The shares of the Lackawanna Coal Company, a limited copartnership of the State of Pennsylvania.

II. The sale and transfer of the above stocks, assets, and property are made as of the first day of January, 1899. All cash, bills receivable, or accounts representing coal or merchandise or property of any kind sold since the first of January are transferred to the Company. Cash and bills receivable representing transactions prior to January 1, 1899, belong to and are retained by the Vendors, in consideration whereof the Vendors shall and will pay and discharge all debts, liens, and liabilities of every kind, other than current liabilities incurred in due course since January 1, 1899, for pay rolls and supplies, and also except the bonded indebtedness mentioned in Schedule A annexed hereto, of each and all of said companies, or charged in any way on their assets or property.

III. All of the said bonds enumerated in the said Schedule A shall and will be paid and be canceled by the Vendors. If for any reason, at the time of the consummation of this agreement, the payment of such bonds shall be impracticable, the Vendors shall pay to, and shall deposit with a trustee then to be agreed upon by the parties, or, in the event of their failure to agree, to be selected by the Company,

a sum of money equal to the aggregate amount of all of said bonds then outstanding at par with accrued interest, and such sum shall be held and applied by the said trustee until such scheduled bonds shall have been paid and canceled by the Vendors; *provided*, that in its discretion, from time to time, at the request of the parties of the first part, the trustee may appropriate the whole or any part of such cash deposited to the purchase or the payment of said scheduled bonds at par.

IV. So far as concerns the shares of the Lackawanna Coal Company, the obligation of the Vendors is subject to this condition:

The Vendors now own and control only one-fifth of the capital stock of the Lackawanna Coal Company, Limited, and do not bind themselves now to transfer or deliver to the Company any more than said one-fifth; but they shall use their best efforts in good faith to acquire and to transfer and deliver to the Company all of the capital shares of the Lackawanna Coal Company, Limited. For the purpose of fixing the proportionate price of these shares, the value of all the shares of the Lackawanna Coal Company, Limited, is fixed at four hundred thousand dollars ($400,000), and such purchase price of four hundred thousand dollars ($400,000) shall be the basis on which shall be determined the proportionate value of the shares transferred to the Company in consideration of the securities to be issued therefor.

The Company shall not be obliged to take any part of the capital shares of the said Lackawanna Coal Company after February 18, 1899.

In the event of the failure or inability of the Vendors to acquire and to transfer all of the capital shares of the Lackawanna Coal Company, Limited, there shall be deducted, on the basis aforesaid, such portion of stock or of bonds or of both, deliverable hereunder, as shall be determined by the parties hereto; or, in case of their inability to agree, by the Guaranty Trust Company of New York.

V. Upon the execution and delivery of the securities to be issued by the Company as hereinafter provided, the Vendors also will deliver and pay to the Company the sum of four hundred and ninety-eight thousand three hundred and ninety-six and sixty-six one-hundredths dollars ($498,396.66).

SECOND.

VI. In consideration and upon completion of the transfers and payments hereinabove provided, the Company will issue and deliver to the Vendors, or upon their order, proper certificates for two million two hundred and sixty thousand dollars ($2,260,000) of the full-paid capital stock of the Company; and the bonds of the Company for the aggregate principal sum of three million five hundred thousand dollars ($3,500,000), bearing interest at the rate of four per cent per annum, payable semiannually, at the office or agency of the Company in the city of New York, and the principal payable on the first day of January, 1925, both principal and interest being payable in gold coin of the United States of the present standard of weight and fineness, and without deduction for any tax which the Company may be required to pay or to retain therefrom. The mortgage or collateral trust deed, securing such bonds, shall provide for a possible

GOVERNMENT EXHIBIT No. 162.—*Agreement between Simpson & Watkins and the Temple Iron Company*—Continued.

issue of such bonds for an aggregate principal sum not exceeding $15,000,000 (the remaining $11,500,000 bonds to be reserved for the acquisition of new property), and shall contain a proper provision for a sinking fund, and for the acquisition of said bonds by lot for the purposes of such sinking fund at not over 110 per cent and accrued interest. The terms of such bonds and of the indenture securing the same shall be determined by the parties hereto, or, in case of their inability to agree, by the Guaranty Trust Company of New York.

THIRD.

All the covenants and stipulations in this agreement shall be binding as well upon the executors, administrators, successors, and assigns of the parties hereto.

In witness whereof, the parties hereto have caused these presents to be duly executed and delivered at Scranton, Pennsylvania, the day and year first above written.

In presence of:

P. A. NOLAN (L. S.).

CLARENCE D. SIMPSON (L. S.).
THOMAS H. WATKINS (L. S.).
THE TEMPLE IRON COMPANY.
By GEORGE F. BAER, *President.*

Attest: T. O. YARINGTON, Jr., *Secretary.*

SCHEDULE A.

Company:	Bonds.
The Forty Fort Coal Company	$300,000
The Baylon Coal Company	45,000
The Wyoming Land Company	28,000
The Mount Lookout Coal Company	80,000
	453,000

GOVERNMENT EXHIBIT No. 163.

AGREEMENT BETWEEN THE TEMPLE IRON COMPANY, GUARANTY TRUST COMPANY OF NEW YORK, AND READING COMPANY.

An agreement, made this twenty-seventh day of February, in the year one thousand eight hundred and ninety-nine, by and between

The Temple Iron Company, a corporation existing under the laws of the State of Pennsylvania (hereinafter called the Iron Company), party of the first part; and

Guaranty Trust Company of New York, a corporation existing under the laws of the State of New York (hereinafter called the Trustee), party of the second part; and the

Reading Company, a corporation existing under the laws of the State of Pennsylvania (hereinafter called the Reading Company), party of the third part:

Whereas, The Temple Iron Company is a corporation of the State of Pennsylvania, organized with all the powers of corporations, for the manufacture of iron and steel under the laws of that State, and to develop the material interests of that State; and in the prosecution of

GOVERNMENT EXHIBIT No. 163.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Reading Company*—Continued.

its lawful purposes has issued, or is about to issue, its capital stock for the par value of $2,500,000, with the expectation of increasing such capital stock and the issues thereof to the aggregate sum of $5,000,000; and also has issued, and proposes to issue, its bonds, secured by mortgage or by collateral trust agreement, for the aggregate principal sum of $3,500,000, bearing interest at the rate of four per cent per annum, payable semiannually at the office or agency of the company in the city of New York, and the principal payable on the first day of January, 1925, both principal and interest being payable in gold coin of the United States of the present standard of weight and fineness and without deduction for any tax which the company may be required to pay or to retain therefrom; the mortgage or collateral trust agreement securing such bonds being intended to contain a proper provision for a sinking fund and to provide for a possible issue of such bonds for an aggregate principal sum not exceeding $15,000,000 (of which $11,500,000 are to be reserved for the acquisition of other property), the form and terms of which bonds and of the indentures securing the same shall be satisfactory to and be determined by the Trustee, party hereto of the second part; and

Whereas in the accomplishment of its said purposes the Iron Company desires that the Reading Company shall extend its lawful aid by the purchase of capital stock and bonds of the Iron Company, or of either of them, or by guarantee of or by an agreement to purchase the principal and interest, or both or either, of bonds of the Iron Company; and

Whereas the Trustee, being owner of the greater part of the capital stock and of the bonds of the Iron Company, desires that the credit and resources of the Iron Company shall be strengthened and increased, and that the value of its shares of capital stock and bonds shall be increased by the means and in the manner hereinafter provided, and consequently is willing to make sale of the shares of the Iron Company to the extent and in the manner and at the times hereinafter specified; and

Whereas the Reading Company is engaged or interested in the business of transporting the materials for, or the products of, the Iron Company, or the iron or coal from its mines, and is directly interested in the development of the business of the Iron Company, so as to maintain a permanent supply of coal and so as to obtain and secure a fair proportion of the traffic from and to the works and mines of the Iron Company; and

Whereas under the general laws of Pennsylvania, as well as by the particular laws under which it operates, the Reading Company has lawful authority for the purposes above indicated, to acquire and to hold the stocks and bonds of the Iron Company, and as a condition of such acquisition to guarantee the payment of the principal and interest of the bonds of the Iron Company; now, therefore,

This agreement witnesseth: That in consideration of the premises and of the mutual promises herein contained, and the expected performance thereof, the parties have mutually covenanted and agreed, and by these presents do mutually covenant and agree as follows, viz:

First. The Reading Company hereby purchases and on any day after January 1st, 1904, if and when the Trustee shall so request (in

and by a written notice delivered to the Reading Company six months before such day), and in any event on the thirty-first day of December, 1906, the Reading Company as such purchaser thereof will receive, and the Trustee will deliver, valid certificates of the full paid capital stock of the Iron Company for an aggregate amount equal to 29.96 per cent of the present capital stock of the Iron Company amounting to $2,500,000, and of all additional amounts thereof hereafter issued with the express assent of the Reading Company evidenced by the resolution of its board of directors and outstanding; the price for each and every such share by the Reading Company hereby purchased and so to be received to be paid in cash at the time of their actual delivery being one hundred dollars, with interest at the rate of six per cent per annum thereon from the date of the last dividend on such shares.

Second. Pending such future delivery, all such shares shall be held by the Trustee with all the rights of owner thereof, both as to votes and dividends; provided, however, that if at any time the Reading Company shall make default in the faithful, punctual, and regular observance and performance of its obligations as hereinafter set forth, the Trustee may sell, and may dispose of, all such shares as the Reading Company may be entitled to receive hereunder, and also the obligations of the Reading Company hereunder in respect thereof. In its discretion and in such form as it may determine, the Trustee may make, issue, and sell certificates of beneficial interest in all said shares, subject to the rights and obligations of the Reading Company hereunder.

Third. In consideration of the premises, and of the right of the Reading Company thus to become a shareholder in the Iron Company, and as part of the terms of purchase thereof, and also in consideration of the purchase by the Trustee of the bonds of the Iron Company, the Reading Company more particularly covenants and promises as follows, viz:

1. Until the actual delivery to the Reading Company of the said shares the Trustee shall have, and may and shall enjoy and exercise, the sole and exclusive right to vote upon such shares, and to receive for its own use the dividends in respect thereof. On the 10th day of December in each and every year up to the date of maturity of said bonds (i. e., up to and including the year 1924), in which the Iron Company shall declare no dividends or shall declare dividends amounting to an aggregate of less than six per cent for the preceding twelve months upon its entire capital stock issued with the consent of the Reading Company, then and in every such event and notwithstanding the actual delivery of all or any of such shares the Trustee shall be entitled, by recourse to the "stock reserve" designated in the next section 2, to make such provision as shall be necessary and sufficient to make up such aggregate of dividends to six per cent on all of such capital stock.

2. In case in any period of six months ending June 30th or December 31st, in any year, up to and including the year 1924, the earnings of the Iron Company shall not be sufficient (a) to set aside a sinking fund equal to 15 cents per ton on all coal mined from the mines of the Iron Company during such six months; (b) to pay interest on its

GOVERNMENT EXHIBIT No. 163.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Reading Company*—Continued.

bonds; and (c) to set aside a sum equal to three per cent on its stock (such sum being hereinafter called "stock reserve"); then any earnings of the Iron Company or such portion thereof as may be necessary shall be applied to the creation of such sinking fund. If such earnings shall be insufficient to create such sinking fund in full, then so far as they will go they shall be applied to the creation of such sinking fund. If such earnings shall be more than sufficient to create such sinking fund in full, but not sufficient also to pay such interest and to provide such "stock reserve" in full, then and in every case of any such deficiency any surplus of such earnings (after providing for the sinking fund), so far as they will go and in the order indicated, shall be applied (a) to pay interest on the bonds of the Iron Company, and (b) to set aside such "stock reserve;" and in every such year (up to and including the year 1924), on or before June 10th or December 10th, as the case may be, the Reading Company will pay to the Trustee a sum equal to 12½ cents upon and in respect of every ton of coal from the mines of the Iron Company acquired under the terms of the agreement between Simpson & Watkins and the Iron Company, dated the 27th day of February, 1899 (and any additional mines hereafter acquired by the Iron Company, if the Reading Company, by resolution of its board of directors, shall hereafter elect and agree that this agreement shall be extended and applied to such additional acquisitions), during such six months transported over any line owned or controlled or operated by the Reading Company as the initial line in such transportation, or such part of such sum as may be necessary to make up the deficiency in such interest and such "stock reserve," and if, notwithstanding such provision, there shall yet remain a deficiency in respect of such interest or such "stock reserve," then on said June 10 and said December 10, the Reading Company will pay to the Trustee 29.96 per cent of such deficiency in respect of such interest, and on said December 10, the Reading Company will pay to the Trustee, after exhausting the "stock reserve," 29.96 per cent of the deficiency for the year in respect of the 6% dividend on the entire capital stock as last above provided in the preceding section 1, such percentage being the proportion which the Reading Company is entitled to take of the capital stock of the Iron Company. No contribution to the "stock reserve" shall be used to pay dividends in or for any particular year which, in the aggregate, shall exceed six per cent on all the capital stock outstanding in such year.

If on or before any June 1st or any December 1st the Trustee shall determine that on the 30th of June or the 31st of December next ensuing the Iron Company will not have on hand in cash available for the purposes hereof a sum equal to its earnings for the six months ending such June 30th or December 31st, or such portion thereof as shall be necessary for the payment of the sinking fund and the payment of the semiannual installment of interest on its bonds and shall determine the shortage in this respect, then the Reading Company shall and will on June 10th and December 10th lend to the Iron Company, on the note of the Iron Company, payable ninety days thereafter (unless the Trustee shall deem a shorter time sufficient) 29.96 per cent of such shortage.

GOVERNMENT EXHIBIT No. 163.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Reading Company*—Continued.

For purpose of all determinations of necessary payments on any June 10th and any December 10th, and of giving full effect to all the purposes of "1" and "2" hereof, the Trustee shall make all necessary estimates by June 1st, or by December 1st as of the 30th of June, or of the 31st of December next ensuing, and payments pursuant to such estimates shall be made by such June 10th or such December 10th. Any necessary final adjustments (to be determined by Trustee) shall be made by the first of February or of the first of August next ensuing.

For the purpose of enhancing the value of the bonds and the stock of the Iron Company, and also of reducing any possible burden of the Reading Company hereunder, the Iron Company intends to endeavor to induce other companies to make agreements and guaranties substantially similar in character to those herein set forth; and, if the Trustee shall make collections under this agreement and under such other agreements or any of them the Trustee, by February 1st in each year, after suitable provision in full for all requirements of the previous year in respect of the sinking fund, the interest on all the bonded debt and the dividends up to an aggregate of, but not exceeding six per cent on all the stock of the Iron Company issued under the terms hereof, shall return to the Reading Company and to such other companies as have made such payments any surplus remaining from such payments of such previous year, ratably, according to the amount contributed by each.

3. The Reading Company hereby absolutely and unconditionally guarantees the due, punctual, and regular payment of the principal of and the interest upon 29.96 per cent of the bonded indebtedness of the Iron Company issued at any time with the consent of the Reading Company, applicable ratably to its entire bonded indebtedness so issued; and upon request of the Trustee the Reading Company from time to time will execute and deliver to the Trustee such other or additional instruments of guaranty (if any) as may be necessary or proper hereby to express and to effectuate such unconditional guaranty.

4. It is understood that the words "mines of the Iron Company" wherever used herein shall be held to include any and all lands or collieries or coal-mining property of any kind owned, leased, or in any way controlled (either by ownership of a majority of the capital stock or otherwise) by the Iron Company.

Fourth. Provision in form satisfactory to the Trustee hereunder shall be made in the mortgage or collateral trust agreement securing said bonds of the Iron Company, whereby a sinking fund of fifteen cents per ton on all coal mined from the mines of the Iron Company shall be set aside and whereby the Trustee of said mortgage or trust agreement shall apply the same in the redemption of such bonds, by lot, at a price to be fixed in said mortgage or trust agreement, but not exceeding 110% and accrued interest, and a suitable reference to this agreement of guaranty shall be printed or stamped upon such bonds.

Fifth. Except with the consent of the Reading Company, expressed by a resolution of its board of directors, the capital stock and bonds of

GOVERNMENT EXHIBIT No. 163.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Reading Company*—Continued.

the Iron Company at any time outstanding shall not exceed $2,500,000 and $3,500,000, respectively.

Sixth. This agreement shall run for the benefit not only of the parties hereto, their successors and assigns, but also for the benefit of all and several the present and future holders of the stock or of the bonds of the Iron Company.

In witness whereof the several parties hereto, severally and respectively, have caused their corporate seals to be hereunto affixed, and these presents to be signed by their proper officers the day and year first above written.

[L. S.] THE TEMPLE IRON COMPANY,
By GEORGE F. BAER, *President.*

Attest:
T. O. YARINGTON, Jr., *Secretary.*

[L. S.] GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.*

Attest:
H. A. MURRAY, *Secretary.*

[L. S.] READING COMPANY,
By J. S. HARRIS, *President.*

Attest:
W. G. BROWN, *Secretary.*

GOVERNMENT EXHIBIT No. 164.

AGREEMENT BETWEEN THE TEMPLE IRON COMPANY, GUARANTY TRUST COMPANY OF NEW YORK, AND ERIE RAILROAD COMPANY.

An agreement, made this twenty-seventh day of February, in the year one thousand eight hundred and ninety-nine, by and between The Temple Iron Company, a corporation existing under the laws of the State of Pennsylvania (hereinafter called the Iron Company), party of the first part; and Guaranty Trust Company of New York, a corporation existing under the laws of the State of New York (hereinafter called the Trustee), party of the second part; and Erie Railroad Company, a corporation existing under the laws of the State of New York (hereinafter called the Railway Company), party of the third part:

Whereas The Temple Iron Company is a corporation of the State of Pennsylvania, organized with all the powers of corporations for the manufacture of iron and steel under the laws of that State, and to develop the material interests of that State; and in the prosecution of its lawful purposes has issued, or is about to issue, its capital stock for the par value of $2,500,000, with the expectation of increasing such capital stock and the issues thereof to the aggregate sum of $5,000,000; and also has issued, and proposes to issue, its bonds, secured by mortgage or by collateral trust agreement, for the aggregate principal sum of $3,500,000, bearing interest at the rate of four per cent per annum,

payable semiannually at the office or agency of the company in the city of New York, and the principal payable on the first day of January, 1925, both principal and interest being payable in gold coin of the United States of the present standard of weight and fineness and without deduction for any tax which the company may be required to pay or to retain therefrom; the mortgage or collateral trust agreement securing such bonds being intended to contain a proper provision for a sinking fund and to provide for a possible issue of such bonds for an aggregate principal sum not exceeding $15,000,000 (of which $11,500,000 are to be reserved for the acquisition of other property), the form and terms of which bonds and of the indentures securing the same shall be satisfactory to and be determined by the Trustee, party hereto of the second part; and

Whereas in the accomplishment of its said purposes the Iron Company desires that the Railway Company shall extend its lawful aid by the purchase of capital stock and bonds of the Iron Company, or of either of them, or by guarantee of or by an agreement to purchase the principal and interest, or both or either, of bonds of the Iron Company; and

Whereas the Trustee, being owner of the greater part of the capital stock and of the bonds of the Iron Company, desires that the credit and resources of the Iron Company shall be strengthened and increased and that the value of its shares of capital stock and bonds shall be increased by the means and in the manner hereinafter provided, and consequently is willing to make sale of the shares of the Iron Company to the extent, in the manner and at the times hereinafter specified; and

Whereas the Railway Company is engaged or interested in the business of transporting the materials for, or the products of, the Iron Company, or the iron or coal from its mines, and is directly interested in the development of the business of the Iron Company, so as to maintain a permanent supply of coal and so as to obtain and to secure a fair proportion of the traffic from and to the works and mines of the Iron Company; and

Whereas under the general laws of Pennsylvania, as well as by the particular laws under which it operates, the Railway Company has lawful authority for the purposes above indicated, to acquire and to hold the stocks and bonds of the Iron Company, and as a condition of such acquisition to guarantee the payment of the principal and interest of the bonds of the Iron Company; now, therefore,

This agreement witnesseth: That in consideration of the premises and of the mutual promises herein contained, and the expected performance thereof, the parties have mutually covenanted and agreed, and by these presents do mutually covenant and agree as follows, viz:

First. The Railway Company hereby purchases and on any day after January 1, 1904, if and when the Trustee shall so request (in and by a written notice delivered to the Railway Company six months before such day), and in any event on the thirty-first day of December, 1906, the Railway Company as such purchaser thereof will receive, and the Trustee will deliver, valid certificates of the full-paid capital stock of the Iron Company for an aggregate amount equal to 5.84 per cent of the present capital stock of the Iron Company

GOVERNMENT EXHIBIT No. 164.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Erie Railroad Company*—Cont'd.

amounting to $2,500,000, and of all additional amounts thereof hereafter issued with the express assent of the Railway Company evidenced by the resolution of its board of directors and outstanding; the price for each and every such share by the Railway Company hereby purchased and so to be received to be paid in cash at the time of their actual delivery, being one hundred dollars with interest at the rate of six per cent per annum thereon from the date of the last dividend on such shares.

Second. Pending such future delivery all such shares shall be held by the Trustee, with all the rights of owner thereof, both as to votes and dividends; provided, however, that if at any time the Railway Company shall make default in the faithful, punctual, and regular observance and performance of its obligations, as hereinafter set forth, the Trustee may sell, and may dispose of, all such shares as the Railway Company may be entitled to receive hereunder, and also the obligations of the Railway Company hereunder in respect thereof. In its discretion and in such form as it may determine, the Trustee may make, issue, and sell certificates of beneficial interest in all said shares, subject to the right and obligations of the Railway Company hereunder.

Third. In consideration of the premises and of the right of the Railway Company thus to become a shareholder in the Iron Company, and as part of the terms of purchase thereof, and also in consideration of the purchase by the Trustee of the bonds of the Iron Company, the Railway Company more particularly covenants and promises as follows, viz:

1. Until the actual delivery to the Railway Company of the said shares the Trustee shall have, and may and shall enjoy and exercise, the sole and exclusive right to vote upon such shares, and to receive for its own use the dividends in respect thereof. On the 10th day of December in each and every year up to the date of maturity of said bonds (i. e., up to and including the year 1924) in which the Iron Company shall declare no dividend or shall declare dividends amounting to an aggregate of less than six per cent for the preceding twelve months upon its entire capital stock issued with the consent of the Railway Company, then and in every such event and notwithstanding the actual delivery of all or any of such shares, the Trustee shall be entitled, by recourse to the "stock reserve" designated in the next section 2 to make such provision as shall be necessary and sufficient to make up such aggregate of dividends to six per cent on all of such capital stock.

2. In case in any period of six months ending June 30th or December 31st, in any year, up to and including the year 1924, the earnings of the Iron Company shall not be sufficient (a) to set aside a sinking fund equal to 15 cents per ton on all coal mined from the mines of the Iron Company during such six months; (b) to pay interest on its bonds, and (c) to set aside a sum equal to three per cent on its stock (such sum being hereinafter called "stock reserve"); then any earnings of the Iron Company, or such portion thereof as may be necessary, shall be applied to the creation of such sinking fund. If

such earnings shall be insufficient to create such sinking fund in full, then so far as they will go they shall be applied to the creation of such sinking fund. If such earnings shall be more than sufficient to create such sinking fund in full, but not sufficient also to pay such interest and to provide such "stock reserve" in full, then and in every case of any such deficiency any surplus of such earnings (after providing for the sinking fund), so far as they will go and in the order indicated, shall be applied (a) to pay interest on the bonds of the Iron Company; and (b) to set aside such "stock reserve;" and in every such year (up to and including the year 1924), on or before June 10th or December 10th, as the case may be, the Railway Company will pay to the Trustee a sum equal to 12½ cents upon and in respect of every ton of coal from the mines of the Iron Company acquired under the terms of the agreement between Simpson & Watkins and the Iron Company, dated the 27th day of February, 1899 (and any additional mines hereafter acquired by the Iron Company, if the Railway Company by resolution of its board of directors, shall hereafter elect and agree that this agreement shall be extended and applied to such additional acquisitions), during such six months transported over any line or controlled or operated by the Railway Company as the initial line in such transportation or such part of such sum as may be necessary to make up the deficiency in such interest and such "stock reserve," and if, notwithstanding such provision, there shall yet remain a deficiency in respect of such interest or such "stock reserve," then on said June 10 and said December 10 the Railway Company will pay to the Trustee 5.84 per cent of such deficiency in respect of such interest, and on said December 10 the Railway Company will pay to the Trustee after exhausting the "stock reserve," 5.84 per cent of the deficiency for the year in respect of the 6% dividend on the entire capital stock as last above provided in the preceding section 1, such percentage being the proportion which the Railway Company is entitled to take of the capital stock of the Iron Company. No contributions to the "stock reserve" shall be used to pay dividends in or for any particular year which, in the aggregate, shall exceed 6%on all the capital stock outstanding in such year.

If on or before any June 1st or any December 1st the Trustee shall determine that on the 30th of June or the 31st of December next ensuing the Iron Company will not have on hand in cash available for the purposes hereof, a sum equal to its earnings for the six months ending such June 30th or December 31st, or such portion thereof as shall be necessary for the payment of the sinking fund and the payment of the semi-annual instalment of interest on its bonds and shall determine the shortage in this respect, then the Railway Company shall and will on June 10th and December 10th lend to the Iron Company, on the note of the Iron Company, payable ninety days thereafter (unless the Trustee shall deem a shorter time sufficient), 5.84 per cent of such shortage.

For purpose of all determinations of necessary payments on any June 10th and any December 10th, and of giving full effect to all the purposes of "1" and "2" hereof, the Trustee shall make all necessary

GOVERNMENT EXHIBIT No. 164.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Erie Railroad Company*—Cont'd.

estimates by June 1st, or by December 1st, as of the 30th of June, or of the 31st of December next ensuing, and payments pursuant to such estimates shall be made by such June 10th or such December 10th. Any necessary final adjustments (to be determined by Trustee) shall be made by the first of February or of the first of August next ensuing.

For the purpose of enhancing the value of the bonds and the stock of the Iron Company, and also of reducing any possible burden of the Railway Company hereunder, the Iron Company intends to endeavor to induce other companies to make agreements and guarantees substantially similar in character to those herein set forth; and, if the Trustee shall make collections under this agreement and under such other agreements or any of them the Trustee, by February 1st in each year, after suitable provision in full for all requirements of the previous year in respect of the sinking fund, the interest on all the bonded debt and the dividends up to an aggregate of, but not exceeding six per cent on all the stock of the Iron Company issued under the terms hereof, shall return to the Railway Company and to such other companies as have made such payments any surplus remaining from such payment of such previous year, ratably, according to the amount contributed by each.

3. The Railway Company hereby absolutely and unconditionally guarantees the due, punctual, and regular payment of the principal of and the interest upon 5.84% of the bonded indebtedness of the Iron Company issued at any time with the consent of the Railway Company—applicable ratably to its entire bonded indebtedness so issued; and upon request of the Trustee the Railway Company from time to time will execute and deliver to the Trustee such other or additional instruments of guaranty (if any) as may be necessary or proper hereby to express and to effectuate such unconditional guaranty.

4. It is understood that the words "mines of the Iron Company" wherever used herein, shall be held to include any and all lands or collieries or coal mining property of any kind owned, leased, or in any way controlled (either by ownership of a majority of the capital stock or otherwise) by the Iron Company.

Fourth. Provision in form satisfactory to the Trustee hereunder shall be made in the mortgage or collateral trust agreement securing said bonds of the Iron Company, whereby a sinking fund of fifteen cents per ton on all coal mined from the mines of the Iron Company shall be set aside, and whereby the Trustee of said mortgage or trust agreement shall apply the same in the redemption of such bonds, by lot, at a price to be fixed in said mortgage or trust agreement, but not exceeding 110% and accrued interest and a suitable reference to this agreement of guaranty shall be printed or stamped upon such bonds.

Fifth. Except with the consent of the Railway Company, expressed by a resolution of its board of directors, the capital stock and bonds of the Iron Company, at any time outstanding, shall not exceed $2,500,000 and $3,500,000 respectively.

Sixth. This agreement shall run for the benefit, not only of the parties hereto, their successors and assigns, but also for the benefit of

GOVERNMENT EXHIBIT No. 164.—*Agreement between the Temple Iron Company, Guaranty Trust Company of New York, and Erie Railroad Company*—Cont'd.

all and several the present and future holders of the stock or of the bonds of the Iron Company.

In witness whereof, the several parties hereto severally and respectively have caused their corporate seals to be hereunto affixed, and these presents to be signed by their proper officers the day and year first above written.

[L. S.] THE TEMPLE IRON COMPANY,
By GEORGE F. BAER, *President.*

Attest:
T. O. YARINGTON, JR., *Secretary.*

[L. S.] GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.*

Attest:
H. A. MURRAY, *Secretary.*

[L. S.] ERIE RAILROAD COMPANY,
By E. B. THOMAS, *President.*

Attest:
J. A. MIDDLETON, *Secretary.*

GOVERNMENT EXHIBIT No. 165.

AGREEMENT BETWEEN SIMPSON & WATKINS AND GUARANTY TRUST COMPANY OF NEW YORK.

An agreement, made this 27th day of February, in the year one thousand eight hundred and ninety-nine, between

Clarence D. Simpson and Thomas H. Watkins, composing the firm of Simpson & Watkins, of Scranton, Pennsylvania (hereinafter called the Vendors), parties of the first part, and

Guaranty Trust Company of New York, a corporation of the State of New York (hereinafter called the Trustee), party of the second part:

Whereas the Vendors have entered into an agreement with The Temple Iron Company, a corporation of the State of Pennsylvania, of which agreement a copy is hereunto annexed, and which is the basis of this agreement: Now, therefore,

This agreement witnesseth:

That in consideration of the mutual promises hereinafter contained, and the expected benefits therefrom, the parties to these presents have covenanted and agreed, and by these presents do covenant and agree with each other in the manner following, to wit:

First. Simultaneously with their receipt from The Temple Iron Company of its capital stock and bonds, as provided in and by the said agreement, the Vendors will transfer and will deliver to the Trustee certificates for the said capital stock of The Temple Iron Company to the amount of two million two hundred and sixty thousand dollars ($2,260,000), and the bonds of the said company for the aggregate principal sum of two million one hundred thousand dollars ($2,100,000), to have and to hold the same to the Trustee and its successors and assigns forever, with full power of sale and disposition thereof.

GOVERNMENT EXHIBIT No. 165.—*Agreement between Simpson & Watkins and Guaranty Trust Company of New York*—Continued.

Second. In consideration of such transfer the Trustee will pay and deliver to the Vendors the sum of three million two hundred and thirty-eight thousand three hundred and ninety-six $\frac{66}{100}$ dollars ($3,238,396.66), and also will issue to them its certificates of beneficial interest (of the character hereinafter provided) in respect of $1,000,000 of such capital stock.

Third. At or about the time of such transfer the Trustee will purchase from George F. Baer all of the other outstanding stock of The Temple Iron Company, being two hundred and forty thousand dollars ($240,000) and will pay therefor the round sum of one hundred and fifty-one thousand six hundred and three 34/100 dollars ($151,603.34), such sum representing sixty cents on the dollar for all such stock, together with the expenses and the bonus upon the increase of the capital stock of the said company, all as previously agreed with Mr. Baer, the vendor of such outstanding stock. The Trustee may issue and dispose of, without accountability to the Vendors, like certificates of beneficial interest in respect of the stock so purchased.

Fourth. As one of the conditions of, and inducements to, the execution and performance of this agreement, and with a view to the enhancement of the real value of the stock embraced herein, it is expressly covenanted and agreed that all of the stock held, owned, or acquired by either of the parties hereto (with the exception of a sufficient number of shares to directors, judges, etc.) shall be delivered to and held by the Trustee for the purpose of sale, and for any other purpose which may be specified in certificates of beneficial interest, which from time to time may be issued by the Trustee to the parties, who, in pursuance of the provisions thereof, shall be entitled to receive the benefits of such stock, provided, however, that every share of stock so deposited shall be entitled to equal advantage and benefit with every other share. Subject to this provision, the terms and purposes of such holding by the Trustee shall be as determined by the parties hereto, or, in case of their failure to agree, by the decision of Charles H. Coster and Francis Lynde Stetson and Geo. F. Baer, or of any two of them.

Fifth. All the covenants and stipulations in this agreement shall be binding as well upon the executors, administrators, successors, and assigns of the parties hereto.

Sixth. Upon the complete execution and performance of this agreement, and of the agreement hereunto annexed, the former agreement between the parties hereto, bearing date the nineteenth day of January, A. D. 1899, and all the provisions thereof, shall cease and determine.

In witness whereof the parties have caused these presents duly to be executed and delivered the day and year first above written.

CLARENCE D. SIMPSON. [SEAL.]
THOMAS H. WATKINS. [SEAL.]

In presence of—
P. A. NOLAN.

[L. S.] GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.*

Attest:
[SEAL.] H. A. MURRAY, *Secretary.*

GOVERNMENT EXHIBIT No. 166.

AGREEMENT BETWEEN GUARANTY TRUST COMPANY OF NEW YORK AND SYNDICATE SUBSCRIBERS.

An agreement, made this twenty-seventh day of February, in the year one thousand eight hundred and ninety-nine, by and between

Guaranty Trust Company of New York, a corporation existing under the laws of the State of New York (hereinafter called the Trustee), party of the first part, and

The several subscribers (hereinafter called each a syndicate subscriber and collectively the Syndicate), parties of the second part:

Whereas two certain contracts have been entered into by and between Clarence D. Simpson and Thomas H. Watkins, composing the firm of Simpson & Watkins, of Scranton, Pennsylvania, one with The Temple Iron Company, a corporation of the State of Pennsylvania, and the other with the said Guaranty Trust Company of New York, of which agreements copies are hereunto annexed, and upon which this agreement is based: Now, therefore,

This agreement witnesseth:

First. Upon demand to be served severally, as hereinafter provided, the Syndicate will purchase from the Trustee the first collateral trust or mortgage 4% gold sinking-fund bonds of The Temple Iron Company for the aggregate principal sum of two million one hundred thousand dollars ($2,100,000), and will pay therefor the price of ninety cents on the dollar and accrued interest; and also will purchase from the Trustee at par its certificates of beneficial interest for the aggregate principal sum of $1,500,000 in respect of certificates of the capital stock of said The Temple Iron Company for a like amount held by or deposited with the Trustee, it being understood that so many of such shares as may be necessary therefor may be withdrawn and be used to qualify directors and judges of election. The terms of the certificates of such beneficial interest shall be such as shall be determined by Francis Lynde Stetson, George F. Baer, and C. H. Coster, or any two of them.

Second. The total obligation now assumed by the Syndicate hereunder is three million three hundred and ninety thousand dollars ($3,390,000); and no syndicate subscriber assumes any obligation hereunder in excess of the sum stated in his subscription hereto, and no syndicate subscriber shall be responsible for the default or failure of any other syndicate subscriber.

It is, however, distinctly understood and agreed that as and when determined by the said Stetson, Baer, and Coster, or by any two of them, the capital stock of said The Temple Iron Company may be increased to an aggregate amount not exceeding five million dollars ($5,000,000), and may be issued (but in such manner only as shall result in the same being deposited with and held by the Trustee upon conditions and against certificates of beneficial interest similar to those herein proposed) and its first collateral trust or mortgage deed may be made to secure a possible issue of bonds for an aggregate principal sum not exceeding fifteen million dollars ($15,000,000), of which eleven million five hundred thousand dollars ($11,500,000) shall be reserved and used only with the consent of the said Stetson, Baer, and Coster, or of any two of them, for the purpose of acquiring additional property.

GOVERNMENT EXHIBIT No. 166.—*Agreement between Guaranty Trust Company of New York and syndicate subscribers*—Continued.

Third. Any and all notices or demands hereunder to or upon any syndicate subscriber shall be sufficiently given or made if delivered or mailed to such subscriber at the address indicated in his subscription hereto.

In witness whereof, the parties have caused these presents duly to be executed and delivered the day and year first above written.

[L. S.] GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.*

Attest:
[SEAL.] H. A. MURRAY, *Secretary.*

J. P. Morgan	$500,000
H. McK. Twombly	500,000
Wm. Rockefeller	500,000
Geo. F. Baker	500,000
Jas. Stillman	250,000
Drexel & Co	640,000
Guaranty Trust Co. of N. Y., by W. G. Oakman, prest	500,000
	3,390,000

GOVERNMENT EXHIBIT No. 167.

AGREEMENT BETWEEN GUARANTY TRUST COMPANY OF NEW YORK AND READING COMPANY.

Agreement made and entered into as of the tenth day of April, 1899, between the Guaranty Trust Company of New York, of the first part, and the Reading Company, of the second part:

Whereas under the terms of an agreement dated the twenty-seventh day of February, A. D. 1899, between The Temple Iron Company, Guaranty Trust Company of New York, and the Reading Company, the Reading Company, at the request of The Temple Iron Company has, inter alia, agreed to guarantee and has absolutely and unconditionally guaranteed, the due, punctual, and regular payment of 29.96 per cent of the principal and interest of an issue of $3,500,000 bonds of The Temple Iron Company, and of 29.96 per cent of such additional amounts of like bonds as may from time to time be issued with its consent, to be expressed by a resolution of its board of directors (the aggregate of all bonds not to exceed $15,000,000), all of which said bonds are to be secured by a mortgage and collateral trust agreement in which the said Guaranty Trust Company of New York is to be the trustee.

And whereas The Temple Iron Company has obtained agreements and guarantees substantially similar in character (but varying as to percentages) from other corporations, and may obtain other agreements and guarantees substantially similar in character (but varying as to percentages) from still other corporations, each corporation which has executed or shall at any time hereafter execute any such agreement being hereinafter called "guarantor;" and it is to the interest of the parties hereto that suitable provisions be made to enable the said Guaranty Trust Company of New York (hereinafter

GOVERNMENT EXHIBIT No. 167.—*Agreement between Guaranty Trust Company of New York and Reading Company*—Continued.

called the "Trust Company") to take such action as may be necessary to enforce the terms of guarantee and the other covenants of said agreement of twenty-seventh of February, 1899, so as to work out equitable results and protect and safeguard the rights and obligations of the Reading Company and the several guarantors in the event of the failure of the Reading Company or any one or more of the guarantors to comply with the terms of any such guarantee, and to keep and perform the covenants in any such agreement.

Therefore this agreement witnesseth that the parties hereto do covenant and agree with each other (each covenanting for itself, its successors and assigns) in manner following, to wit:

First. That if the Reading Company shall neglect or refuse to pay any sum of money which by the terms of the agreement of twenty-seventh of February, A. D. 1899, it is liable to pay, for a period of ten days after demand for such payment has been made by the Trust Company, the Trust Company shall forthwith proceed at law or in equity, as its counsel may determine, to collect and recover from the Reading Company any sum or sums which under the terms of its agreement of February 27, A. D. 1899, the Reading Company is liable to pay. That no suit or proceeding in law or equity, or judgment, or decree therein, shall be a bar to future suits to recover breaches of said agreement subsequently occurring; but, when and as often as the Reading Company shall make default, the Trust Company shall have a right to sue, and no payment, decree, judgment, execution, or sale shall in any way discharge the Reading Company from future liability arising under the terms of said agreement of February 27, A. D. 1899, hereinbefore referred to.

Second. If the Reading Company shall omit, neglect, or refuse (*a*) for a period of three months after demand made by the Trust Company, to observe and keep its covenants in said agreement contained to receive and pay for 29.96 per cent of the present capital stock of the Iron Company—to wit, $2,500,000—and of all additional amounts hereafter issued with the express assent of the Reading Company, as in said agreement of February 27, 1899, particularly specified, or (*b*) for a period of three months, after demand made by the Trust Company, to pay any other sum of money which by the terms of said agreement it is liable to pay, or to keep, observe, and perform any of its other covenants in the said agreement, then the Trust Company:

1. If requested and directed by the holders of a majority in amount of beneficial certificates then outstanding, or

2. If requested and directed by any other guarantor or guarantors, provided such other guarantor or guarantors agree with the Trust Company (in such several proportions as they shall fix among themselves) to assume all obligations of the Reading Company under such agreement of February 27, 1899, including the obligation to pay the entire price for the shares of The Temple Iron Company purchased by the Reading Company, as set forth in article first of said agreement at the time therein specified,

Shall and will sell shares of The Temple Iron Company equal in amount to the shares which the Reading Company had contracted to buy (to wit, 29.96 per cent of the present capital stock of The Iron

GOVERNMENT EXHIBIT No. 167.—*Agreement between Guaranty Trust Company of New York and Reading Company*—Continued.

Company, amounting to $2,500,000, and of all additional amounts thereof hereafter issued with the express assent of the Reading Company evidenced by the resolution of its board of directors and outstanding); and the Trust Company shall, if directed by such other guarantor or guarantors (it or they assuming all the obligations of the Reading Company under its said agreement of February 27, 1899, as aforesaid), buy such stock at such sale, at such price as may be indicated in such directions, but not exceeding the par value thereof, with interest at the rate of six per cent per annum on such par value from the date of the last dividend on such shares.

If such sale be not pursuant to request and direction of any one or more guarantor or guarantors, as aforesaid, then the said shares shall be sold to the highest and the best bidder; provided, however, that the trustee may in its discretion fix an upset price thereon.

If the said shares are purchased by or for any one other than a guarantor, the proceeds arising therefrom, after deducting the charges and expenses of said sale, shall be appropriated by the Trust Company as a partial payment of all certificates of beneficial interest then outstanding.

If at said sale the said shares shall not have realized an amount equivalent to that to be paid by the Reading Company under its agreement of twenty-seventh February, 1899, to purchase the shares, which purchase price shall then become due and payable by the Reading Company to the Trust Company, then the Trust Company shall at once take such steps as may be necessary to recover the difference between the amount realized on said shares and the amount due by the Reading Company; and the amount so received by theTrust Company shall be appropriated by the Trust Company as a partial payment of all certificates of beneficial interest then outstanding.

If such sale be pursuant to the request and direction of any one or more guarantor or guarantors, as aforesaid, and the Trust Company, by direction of any one or more guarantor or guarantors, shall purchase the shares so sold, the same shall be held and be subject to the terms of the said agreement of twenty-seventh February, 1899; and the guarantor or guarantors which directed the Trust Company to purchase the same shall, in such several proportions as they shall have agreed among themselves in respect to said shares, and up to the full extent of the obligation of the Reading Company in respect of all such shares and in other respects, take the place in said agreement of the Reading Company, and shall make any and all payments of moneys in respect of which the Reading Company shall then be in default under said agreement of February 27, 1899, and shall be entitled to all the rights and privileges and subject to all the liabilities and restrictions pertaining to said shares and otherwise in said agreement expressed.

It is understood, however, that, in so taking the place of the Reading Company, the liability of any guarantor to pay a sum equal to twelve and one-half cents (12½) per ton upon and in respect to all and every ton of coal from the mines of The Temple Iron Company, as in said agreement provided, shall apply only to coal from the mines of The Temple Iron Company, going over some line owned, controlled, or operated by said guarantor as the initial line, and not to

coal transported over any line owned, controlled, or operated by the Reading Company as the initial line.

If the said shares are purchased by the Trust Company for and in behalf of a guarantor or guarantors pursuant to the request and subject to the conditions, rights, privileges, and liabilities hereinbefore provided in reference to such purchase, then the proceeds, after deducting the charges and expenses of said sale, shall be applied as a partial payment of all certificates of beneficial interest then outstanding, and shall be credited on account of the obligations of the guarantor or guarantors assumed in purchasing the shares and taking the place of the Reading Company. It is understood, however, that the guarantor or guarantors purchasing said shares shall have the option to pay only so much of the price bid as will be necessary to pay the charges and expenses of said sale, and the balance of the purchase money need not be paid unless under the terms of the first covenant of the said agreement, made the 27th of February, 1899, the amount which the Reading Company therein agreed to pay for said shares shall then be due and payable.

If the said shares shall be purchased by the Trust Company for any one or more of the guarantor or guarantors at a sum less than that due by the Reading Company under its agreement of 27th February, 1899, to purchase the shares (which purchase price shall then become due and payable by the Reading Company to the Trust Company), then the Trust Company shall at once take such steps as may be necessary to recover the difference between the amount realized on said shares and the amount due by the Reading Company; and the sums so recovered by the Trust Company shall be distributed pro rata among all holders of beneficial interest, and be credited on account of the obligations only of the guarantor or guarantors taking the place of the Reading Company in the relative proportion of all such obligations so assumed, which shall be reduced in the aggregate to the extent of such recovery, but no liability of any other guarantor shall be reduced thereby.

No guarantor in default under its agreement shall be entitled to direct the Trust Company hereunder or to participate in any purchase hereunder; and any guarantor participating in any purchase shall, in respect of the shares purchased, execute an agreement substantially like these presents in respect of its participation in the shares so purchased, and also any and all other instruments to give full effect to its undertakings hereunder as the Trust Company may reasonably require from time to time.

Any sale of shares hereunder shall be in one parcel, unless all the guarantors not in default instruct the Trust Company in writing to make such sale in more parcels, in which event the Trust Company shall proceed in conformity with such instructions.

Third. If at any time the Reading Company deems it expedient or advisable to advance funds to the Trust Company to prevent the foreclosure of the mortgage of The Temple Iron Company by reason of default of any guarantor, the said Trust Company shall, out of any sums of money recovered from such defaulting guarantor, repay to the Reading Company the sums so advanced; and if other guarantors have made like advances to the Trust Company for similar purposes,

GOVERNMENT EXHIBIT No. 167.—*Agreement between the Guaranty Trust Company of New York and Reading Company*—Continued.

then the sums recovered by the Trust Company from such defaulting guarantors shall be applied ratably to the repayment of all sums remaining due on all such advances existing and unpaid at the time of such recovery.

Fourth. The Trust Company shall not sanction any issue of bonds in excess of the present $3,500,000, nor any issue of capital stock in excess of the present $2,500,000, except with the consent of all the guarantors not then in default, to be evidenced by a resolution of their several boards of directors.

Fifth. If the Reading Company shall neglect, omit, or refuse to pay the Trust Company a sum equal to 12½ cents upon and in respect of every ton of coal from the mines of The Temple Iron Company (acquired under the terms of the agreement between Simpson and Watkins and the Iron Company, dated the 27th day of February, 1899, and any additional mines hereafter acquired by the Iron Company in conformity with the agreement of the same date between said Iron Company, the Trust Company, and the Reading Company) transported over the lines of the Reading Company as the initial line, or any other sum it is liable to pay under the agreement of February 27, A. D. 1899, after the same has been demanded by the Trust Company, then, in addition to the remedies provided in this agreement, the Trust Company may notify and require The Temple Iron Company thereafter to ship its coal over the lines of such of the guarantors as have not made default, any contract or agreement between the Reading Company and any companies owned or controlled by The Temple Iron Company to the contrary notwithstanding. Such shipment over lines not in default may be permanent or so long as such default continues, as the Trust Company shall from time to time determine.

Sixth. The remedies provided in this agreement are cumulative, and are in additional to all other remedies at law or in equity.

Seventh. This agreement shall bind the parties hereto, their successors and assigns.

In witness whereof the parties hereto severally and respectively have caused their corporate seals to be hereunto affixed, and these presents to be signed by their proper officers, the day and year first above written.

GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.*

Attest:
H. A. MURRAY, *Secretary.*

READING COMPANY,
By J. S. HARRIS, *President.*

Attest:
W. G. BROWN, *Secretary.*

GOVERNMENT EXHIBIT No. 168.

AGREEMENT BETWEEN GUARANTY TRUST COMPANY OF NEW YORK AND ERIE RAILROAD COMPANY.

Agreement made and entered into as of the tenth day of April, eighteen hundred and ninety-nine, between the Guaranty Trust Company of New York, of the first part, and the Erie Railroad Company, of the second part (hereinafter called the Railway Company).

Whereas under the terms of an agreement dated the 27th day of February, A. D. 1899, between the Temple Iron Company, Guaranty Trust Company of New York, and the Railway Company, the Railway Company, at the request of the Temple Iron Company, has inter alia agreed to guarantee, and has absolutely and unconditionally guaranteed, the due, punctual, and regular payment of 5.84/100 per cent of the principal and interest of an issue of $3,500,000 bonds of the Temple Iron Company and of 5.84/100 per cent of such additional amounts of like bonds as may from time to time be issued with its consent, to be expressed by resolution of its board of directors (the aggregate of all bonds not to exceed $15,000,000), all of which said bonds are to be secured by a mortgage and collateral trust agreement, in which the said Guaranty Trust Company of New York is to be the trustee; and

Whereas the Temple Iron Company has obtained agreements and guarantees substantially similar in character, but varying as to percentages, from other corporations and may obtain other agreements and guarantees substantially similar in character, but varying as to percentages, from still other corporations, each corporation which has executed or shall at any time hereafter execute any such agreement being hereinafter called "Guarantor," and it is to the interests of the parties hereto that suitable provisions be made to enable the said Guaranty Trust Company of New York (hereinafter called the Trust Company) to take such action as may be necessary to enforce the terms of guarantee and the other covenants of such agreement of 27th of February, 1899, so as to work out equitable results and protect and safeguard the rights and obligations of the Railway Company and the several guarantors in the event of the failure of the Railway Company, or any one or more of the guarantors, to comply with the terms of any such guaranty and to keep and perform the covenants in any such agreement:

Therefore this agreement witnesseth that the parties hereto do covenant and agree with each other (each covenanting for itself, its successors, and assigns) in the manner following, to wit:

First. That if the Railway Company shall neglect or refuse to pay any sum of money which by the terms of the agreement of 27th of February, A. D. 1899, it is liable to pay, for a period of ten days after demand for such payments has been made by the Trust Company, the Trust Company shall forthwith proceed at law or in equity, as its counsel may determine, to collect and recover from the Railway Company any sum or sums which under the terms of its agreement of February 27, A. D. 1899, the Railway Company is liable to pay. That no suit or proceeding in law or equity or judgment or decree therein shall be a bar to future suits to recover breaches of said

GOVERNMENT EXHIBIT No. 168.—*Agreement between Guaranty Trust Company of New York and Erie Railroad Company*—Contined.

agreement subsequently occurring, but when and as often as the Railway Company shall make default the Trust Company shall have a right to sue, and no payment, decree, judgment, execution, or sale shall in any way discharge the Railway Company from future liability arising under the terms of said agreement of February 27, A. D. 1899, hereinbefore referred to.

Second. If the Railway Company shall omit, neglect, or refuse (*a*) for a period of three months after demand made by the Trust Company to observe and keep its covenants in said agreement contained to receive and pay for 5.84 per cent of the present capital stock of the Iron Company, to wit, $2,500,000, and of all additional amounts hereafter issued with the express assent of the Railway Company, as in said agreement of February 27, 1899, particularly specified, or (*b*) for a period of three months after demand made by the Trust Company to pay any other sum of money which by the terms of the said agreement it is liable to pay, or to keep, observe, and perform any of its other covenants in the said agreement, then the Trust Company

1. If requested and directed by the holders of a majority in amount of beneficial certificates then outstanding, or

2. If requested and directed by any other guarantor or guarantors, provided such other guarantor or guarantors agree with the Trust Company (in such several proportions as they shall fix among themselves) to assume all obligations of The Railway Company under such agreement of February 27, 1899, including the obligation to pay the entire price for the shares of The Temple Iron Company purchased by the Railway Company as set forth in article first of said agreement at the time therein specified,

Shall and will sell shares of The Temple Iron Company equal in amount to the shares which the Railway Company contracted to buy, to wit: 5.84 per cent of the present capital stock of the Iron Company, amounting to $2,500,000, and of all additional amounts thereof hereafter issued with the express assent of the Railway Company evidenced by the resolution of its board of directors and outstanding, and the Trust Company shall, if directed by such other guarantor or guarantors (it or they assuming all the obligations of the Railway Company under its said agreement of February 27, 1899, as aforesaid), buy such stock at such sale at such price as may be indicated in such directions, but not exceeding the par value thereof with interest at the rate of six per cent per annum on such par value from the date of the last dividend on such shares.

If such sale be not pursuant to request and direction of any one or more guarantor or guarantors as aforesaid, then the said shares shall be sold to the highest and the best bidder; provided, however, that the Trustee may in its discretion fix an upset price thereon.

If the said shares are purchased by or for anyone other than a guarantor, the proceeds arising therefrom, after deducting the charges and expenses of said sale, shall be appropriated by the Trust Company as a partial payment of all certificates of beneficial interest then outstanding.

If at said sale the said shares shall not have realized an amount equivalent to that to be paid by the Railway Company under its

agreement of 27th February, 1899, to purchase the shares, which purchase price shall then become due and payable by the Railway Company to the Trust Company, then the Trust Company shall at once take such steps as may be necessary to recover the difference between the amount realized on said shares and the amount due by the Railway Company; and the amount so received by the Trust Company shall be appropriated by the Trust Company as a partial payment of all certificates of beneficial interest then outstanding.

If such sale be pursuant to the request and direction of any one or more guarantor or guarantors as aforesaid, and the Trust Company by direction of any one or more guarantor or guarantors shall purchase the shares so sold, the same shall be held and be subject to the terms of the said agreement of 27th of February, 1899, and the guarantor or guarantors which directed the Trust Company to purchase the same shall in such several proportions as they shall have agreed among themselves in respect to said shares and up to the full extent of the obligation of the Railway Company in respect of all such shares and in other respects take the place in said agreement of the Railway Company and shall make any and all payments of moneys in respect of which the Railway Company shall then be in default under said agreement of February 27, 1899, and shall be entitled to all the rights and privileges and subject to all the liabilities and restrictions pertaining to said shares and otherwise in said agreement expressed.

It is understood, however, that in so taking the place of the Railway Company the liability of any guarantor to pay a sum equal to twelve and a half cents (12½) per ton upon and in respect to all and every ton of coal from the mines of The Temple Iron Company, as in said agreement provided, shall apply only to coal from the mines of The Temple Iron Company going over some line owned, controlled, or operated by said guarantor as the initial line, and not to coal transported over any line owned, controlled, or operated by the Railway Company as the initial line.

If the said shares are purchased by the Trust Company for and in behalf of a guarantor or guarantors pursuant to the request and subject to the conditions, rights, privileges, and liabilities hereinbefore provided in reference to such purchase, then the proceeds, after deducting the charges and expenses of said sale, shall be applied as a partial payment of all certificates of beneficial interest then outstanding, and shall be credited on account of the obligations of the guarantor or guarantors assumed in purchasing the shares and taking the place of the Railway Company. It is understood, however, that the guarantor or guarantors purchasing said shares shall have the option to pay only so much of the price bid as will be necessary to pay the charges and expenses of said sale, and the balance of the purchase money need not be paid unless under the terms of the first covenant of the agreement made the 27th of February, 1899, between The Temple Iron Company of the first part, the Guaranty Trust Company of the second part, and the Railway Company of the third part, the amount which the Railway Company therein agreed to pay for said shares shall then be due and payable.

If the said shares shall be purchased by the Trust Company for any one or more of the guarantor or guarantors at a sum less than

GOVERNMENT EXHIBIT No. 168.—*Agreement between Guaranty Trust Company of New York and Erie Railroad Company*—Continued.

that due by the Railway Company under its agreement of 27th February, 1899, to purchase the shares (which purchase price shall then become due and payable by the Railway Company to the Trust Company), then the Trust Company shall at once take such steps as may be necessary to recover the difference between the amount realized on said shares and the amount due by the Railway Company; and the sum so recovered by the Trust Company shall be distributed pro rata among all holders of beneficial interests and be credited on account of the obligations only of the guarantor or guarantors taking the place of the Railway Company in the relative proportion of all such obligations so assumed, which shall be reduced in the aggregate to the extent of such recovery, but no liability of any other guarantor shall be reduced thereby.

No guarantor in default under its agreement shall be entitled to direct the Trust Company hereunder or to participate in any purchase hereunder, and any guarantor participating in any purchase shall in respect of the shares purchased execute an agreement substantially like these presents in respect of its participation in the shares so purchased, and also any and all other instruments to give full effect to its undertakings hereunder as the Trust Company may reasonably require from time to time.

Any sale of shares hereunder shall be in one parcel unless all the guarantors not in default instruct the Trust Company, in writing, to make such sale in more parcels, in which event the Trust Company shall proceed in conformity with such instructions.

Third. If at any time the Railway Company deems it expedient or advisable to advance funds to the Trust Company to prevent the foreclosure of the mortgage of The Temple Iron Company by reason of default of any guarantor, the said Trust Company shall, out of any sums of money recovered from such defaulting guarantor, repay to the Railway Company the sums so advanced, and if other guarantors have made like advances to the Trust Company for similar purposes, then the sums recovered by the Trust Company from such defaulting guarantors shall be applied ratably to the repayment of all sums remaining due on all such advances existing and unpaid at the time of such recovery.

Fourth. The Trust Company shall not sanction any issue of bonds in excess of the present $3,500,000, nor any issue of capital stock in excess of the present $2,500,000, except with the consent of all the guarantors not then in default, to be evidenced by a resolution of their several boards of directors.

Fifth. If the Railway Company shall neglect, omit, or refuse to pay to the Trust Company a sum equal to 12½ cents upon and in respect of every ton of coal from the mines of The Temple Iron Company (acquired under the terms of the agreement between Simpson and Watkins and the Iron Company dated the 27th of February, 1899, and any additional mines hereafter acquired by the Iron Company in conformity with the agreement of the same date between said Iron Company, the Trust Company, and the Railway Company) transported over the lines of the Railway Company as the initial line, or any other sum it is liable to pay under the agreement of February 27, A. D. 1899, after the same has been

GOVERNMENT EXHIBIT No. 168.—*Agreement between Guaranty Trust Company of New York and Erie Railroad Company*—Continued.

demanded by the Trust Company, then, in addition to the remedies provided in this agreement, the Trust Company may notify and require The Temple Iron Company thereafter to ship its coal over the lines of such of the guarantors as have not made default, any contract or agreement between the Railway Company and any companies owned or controlled by The Temple Iron Company to the contrary notwithstanding. Such shipment over lines not in default may be permanent or so long as such default continues as the Trust Company shall from time to time determine.

Sixth. The remedies provided in this agreement are cumulative and are in addition to all other remedies at law or in equity.

Seventh. This agreement shall bind the parties hereto, their successors and assigns.

In witness whereof the parties hereto severally and respectively have caused their corporate seals to be hereunto affixed and these presents to be signed by their proper officers the day and year first above written.

GUARANTY TRUST COMPANY OF NEW YORK,
By W. G. OAKMAN, *President.* [SEAL.]

Attest:
A. J. MURRAY, *Secretary.*

ERIE RAILROAD COMPANY,
By E. B. THOMAS, *President.* [SEAL.]

Attest:
J. A. MIDDLETON, *Secretary.*

GOVERNMENT EXHIBIT No. 169.

Production of anthracite coal in long tons of 2,240

[Compiled from Reports of Department of Mines of the

Names of operators.	1907.		1906.		1905.	
	Production.	Per cent of total.	Production.	Per cent of total.	Production.	Per cent of total.
Philadelphia and Reading Coal and Iron Company [a]	12,304,608	16.01	10,225,627	15.87	11,479,173	16.35
Lehigh and Wilkes-Barre Coal Company [b]	4,451,033	5.79	3,819,273	5.93	4,177,687	5.95
Delaware, Lackawanna and Western Railroad Company	9,249,602	12.04	8,119,745	12.61	7,966,540	11.34
Lehigh Valley Coal Company [c]	6,676,009	10.51	5,410,604	10.28	6,695,025	9.54
Coxe Brothers and Company, Incorporated [c]	1,394,265		1,214,181			
Pennsylvania Coal Company [d]	4,246,663	7.59	3,221,350	7.21	3,366,503	7.02
Hillside Coal and Iron Company [d]	1,586,901		1,420,765		1,567,358	
Temple Iron Company [e]	1,150,105		734,431		1,242,438	
Edgerton Coal Company [f]			98,464		43,289	
Lackawanna Coal Company, Ltd [g]	310,920	2.67	220,940	2.58		2.40
North West Coal Company [f]			136,616			
Sterrick Creek Coal Company [f]	592,799		472,834		402,705	
Total	41,963,055	54.61	35,094,830	54.48	36,940,727	52.60
Lehigh Coal and Navigation Company [h]	3,178,016	4.14	2,483,002	3.85	2,473,918	3.52
Total	45,141,071	58.75	37,577,832	58.33	39,414,645	56.12
Delaware and Hudson Company	6,661,086	9.50	5,540,960	9.36	5,932,613	8.94
Hudson Coal Company [i]	637,879		488,852		341,100	
Susquehanna Coal Company [j]	3,168,473		2,716,449		2,539,114	
Mineral Railroad and Mining Company [k]	619,722		575,990		563,909	
Lykens Valley Coal Company [l]	444,315	6.44	376,654	6.69	358,556	5.93
Summit Branch Mining Company [k]	296,739		279,349		287,092	
Lytle Coal Company [m]	414,286		355,413		385,320	
Scranton Coal Company [n]	2,576,716	3.35	2,085,887	3.24	2,434,034	3.46
Elk Hill Coal and Iron Company [n]						
Total	59,960,287	78.04	49,997,386	77.62	52,276,383	74.45
All other operators [o] [p]	16,875,795	21.96	14,412,891	22.38	17,944,171	25.55
Grand total	76,836,082	100.00	64,410,277	100.00	70,220,554	100.00

[a] Entire capital stock owned by Reading Company.
[b] $8,462,650 of its capital stock of $9,212,500 owned by Central R. R. Co. of N. J.
[c] Entire capital stock owned by Lehigh Valley R. R. Co.
[d] Entire capital stock owned by Erie R. R. Co.
[e] Entire capital stock owned by Reading Co., Central R. R. of N. J., Delaware, Lackawanna, and Western R. R. Co., Lehigh Valley R. R. Co., Erie R. R. Co., and N. Y., Susquehanna and Western R. R. Co.
[f] Entire capital stock owned by Temple Iron Co.
[g] Four-fifths of capital stock owned by Temple Iron Co.
[h] For relation between this company and Central R. R. of N. J., see Government Exhibit No. 2.
[i] Entire capital stock owned by Delaware and Hudson Co.
[j] Entire capital stock owned by Pennsylvania R. R. Co.
[k] One-third of capital stock owned by Pennsylvania R. R. Co. and two-thirds by Northern Central Ry. Co., a majority of whose stock is owned by Pennsylvania R. R. Co.
[l] $482,450 of its capital stock of $494,150 owned by Summit Branch Mining Company.
[m] $628,600 of its capital stock of $800,000 owned by Susquehanna Coal Company.
[n] Entire capital stock owned by New York, Ontario and Western Railway Co.
[o] For names and production of each, see Government Exhibit No. 170.
[p] Of the output in 1907 of operators in this class, 6,524,555 tons was from collieries and washeries covered by 65 % contracts with railroad coal companies or Delaware, Lackawanna and Western R. R. Co.; as to remainder, see Government Exhibits No. 170 and No. 171

GOVERNMENT EXHIBIT No. 169.

pounds—Calendar years 1900 to 1907, inclusive.

State of Pennsylvania for the years 1900 to 1907, inclusive.]

1904.		1903.		1902.		1901.		1900.	
Production.	Per cent of total.	Production.	Per cent of total.	Production.	Per cent of total.	Production.	Per cent of total.	Production.	Per cent of total.
10,162,421	15.46	10,051,329	14.96	5,544,692	15.02	9,515,689	15.88	8,279,280	16.17
3,849,793	5.86	3,988,644	5.94	2,037,427	5.52	3,660,777	6.11	3,079,828	6.01
7,827,585	11.91	7,713,893	11.48	4,409,847	11.95	6,283,199	10.49	4,922,735	9.61
5,619,903	8.55	5,787,600	8.62	2,525,751	6.84	3,959,405	6.61	3,138,973	6.13
3,046,915	6.74	3,189,464	7.27	1,868,113	8.22	2,404,554	5.33		
1,387,819		1,693,158		1,168,106		1,388,687		709,926	1.46
1,196,184		1,170,543		866,543	2.35	1,538,419	2.87	1,328,134	2.89
103,659	2.49	137,630	2.47						
333,251		353,598							
33,527,527	51.02	34,085,859	50.73	18,420,479	49.90	28,750,730	47.99	21,508,916	41.99
2,105,858	3.20	2,029,368	3.02	1,023,576	2.77	1,780,577	2.97	1,981,947	3.87
35,633,385	54.22	36,115,227	53.76	19,444,055	52.68	30,531,307	50.96	23,490,863	45.86
5,504,473	8.97	6,222,731	9.64	3,235,550	9.52	5,257,707	9.10	4,282,988	8.37
386,142		252,578		276,898		191,626			
2,486,544		2,339,154		824,004		1,545,738		1,277,538	
580,156		741,139		427,864		786,096		615,617	
370,262	6.19	347,976	5.89	377,963	4.69	741,583	5.60	695,656	5.58
275,644		306,461							
344,820		224,775		103,707		282,305		270,911	
2,403,194	3.66	2,296,122	3.42	1,474,720	4.00	2,144,915	3.58	618,735	2.23
								822,509	
47,984,630	73.03	48,848,163	72.71	26,164,781	70.88	41,481,277	69.24	31,774,817	62.04
17,724,628	26.97	18,323,788	27.29	10,746,773	29.12	18,424,674	30.76	19,443,500	37.96
65,709,258	100.00	67,171,951	100.00	36,911,554	100.00	59,905,951	100.00	51,218,317	100.00

GOVERNMENT EXHIBIT No. 170.

Production of anthracite coal in long tons of 2,240 pounds, calendar years 1900 to 1907, inclusive, by those grouped as all other operators in Government Exhibit No. 169.

[Compiled from Reports of the Department of Mines of State of Pennsylvania for the years 1900 to 1907, inclusive.]

Names of operators and their collieries and washeries.	1907.	1906.	1905.	1904.	1903.	1902.	1901.	1900.
Adams, Frank: Adams drift	2,948							
Albright Coal Company: Albright colliery								1,760
Alden Coal Company: Alden colliery	260,432	267,739	267,738	286,202	280,365	148,947	265,593	210,219
Algonquin Coal Company: Pine Ridge colliery						76,382	275,590	225,174
Archbald Coal Company: Tappans colliery	1,237							
Audenreid Coal Company:								
Stockton washery							37,498	51,521
Treseckow washery							40,673	8,523
Austin Coal Company: Austin colliery [a]	37,785	61,664	55,858	63,347	66,304	23,614	18,802	64,437
Avoca Coal Company: [b] Avoca colliery			94,859	98,307	94,289	61,767	86,973	44,268
Ayers and Brothers: Chauncey colliery								50,178
Barton Coal Company: [c] Barton colliery	7,074							
Barton, W. L., Coal Company: Barton colliery							3,039	4,577
Beddall Brothers: Greenwood colliery	111,326	75,343	90,635	100,061	96,099	58,512	92,110	93,173
Black Creek Coal Company:								
Harleigh colliery		13,175	44,806	20,646	12,887	3,900	708	
Rowe colliery				15,136	16,316	8,377	10,186	
Black Diamond Coal Company: [d] Black Diamond colliery			45,157	42,282	55,065	35,705	29,563	2,555
Black Diamond Anthracite Coal Company: Black Diamond colliery			11,542	9,295	9,000			
Blakely Coal Company: Blakely colliery	5,664							
Bowen Coal Company: Bowen washery							10,233	32,634
Breslin, Neil and Sons: Coal Hill colliery		618	2,031	2,505				
Brighton Coal Company: [e] Brighton washery	107,414	94,372	78,887	37,637				
Brooks Coal Company: Brooks washery								31,150
Brookside Coal Company: Brookside washery [f]	35,292	37,009	38,404	41,154	29,597			30,330
Brookwood Coal Company:								
Stanton colliery	81,711	51,523	103,514	100,658	90,038	680	600	
Brookwood washery				11,037	49,970	38,908	52,652	43,271
Raven Run washery				25,677	51,844		30,765	
Buck Ridge Coal Company: [g]								
Buck Ridge colliery	108,122	77,302	6,020	365				
Buck Ridge washery	42,573	56,684	98,376	140,722	11,199			
Buck Run Coal Company: Buck Run colliery [h]	184,031	200,696	205,503	198,146	184,518	41,480	428	
Bull's Head Coal Company: [i] Bull's Head colliery	14,484	14,247	19,371	18,803	27,316	23,182	29,128	23,791
Butcher Creek Coal Company:								
Laurel Run colliery	11,060	15,057	34,690	30,698	12,507			
Jugular mine						978		

Butler Mining Company (Ltd.): [f]								
Butler and Chapman collieries								92,915
Fernwood colliery								35,755
Cain Brothers Coal Company: Cain colliery	14,284	2,625						
Cambridge Coal Company: Cambridge colliery	53,292	56,927	81,235	97,592	85,115	39,386	53,752	44,161
Campion and Gorman: Bell colliery	21,013	21,530						
Carbon Coal Company: Carbon washery							18,474	44,101
Carbondale Coal Company:								
Bolands colliery	17,977							
Carbondale colliery		14,986						
Carney and Brown Coal Company: [h]								
Carney and Brown colliery	51,393	46,781	57,842	53,395				
Murray colliery					68,190	43,444	75,335	
Carson Coal Company: Carson washery					8,770	28,400	26,953	26,625
Christian and Dainty Coal Company: [i] Hillside colliery	3,236							
Clarence Coal Company: [j] Clarence colliery		21,278	73,822	72,162	28,690			
Clark Tunnel Company: Clark Tunnel colliery							35,851	20,309
Clear Spring Coal Company:								
Clear Spring colliery [m]	213,183	149,310	202,518	202,203	234,010	163,545	261,897	212,858
Clear Spring washery [m]	60,033	84,734	141,742	10,521				
Clinton Falls Coal Company: Clinton Falls colliery	6,423	7,367						
Connell, The, Coal Company:								
William A. Connell colliery						176,920	384,524	216,154
Lawrence colliery						56,856		
Connell, William, and Company: National colliery				122,408	117,678	65,008	134,649	107,679
Connell Anthracite Mining Company:								
Connell colliery	176,132	178,754						
Bernice colliery			156,890	153,863	120,475			
Cook, William: Oakley colliery	8,753	11,406	12,275	8,331	4,406	1,517	1,886	
Coxe Brothers and Company: [n]								
Drifton Nos. 1 and 2 colliery			268,885	249,456	289,851	142,203	256,942	248,404
Eckley and Buck Mountain collieries			174,128	221,365	177,907	83,213	224,006	222,183
Beaver Meadow colliery			290,905	231,606	281,383	127,365	263,821	122,776
Derringer and Gowan collieries			273,659	242,400	236,547	116,811	300,793	309,247
Oneida Nos. 1, 2, and 3 colliery			306,957	296,531	320,206	138,550	319,729	270,548
Stockton colliery				90	6,160	24	33,967	73,149
Tomhicken colliery								310

[a] Covered by 65 per cent contract with Lehigh Valley Coal Company.
[b] Entire capital stock now owned by Pennsylvania Coal Company.
[c] In 1907 sold 3,543 tons of its output to Delaware and Hudson Company at the mines.
[d] Entire capital stock now owned by Scranton Coal Company.
[e] In 1907 sold 1,720 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
[f] Covered by 65 per cent contract with Hillside Coal and Iron Company, but by consent of parties, the coal being not of standard quality, is purchased by Hillside Coal and Iron Company on a cheaper basis.
[g] In 1907 sold 1,667 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
[h] Covered by 65 per cent contract with Philadelphia and Reading Coal and Iron Company.
[i] In 1907 sold 4,130 tons of its output to Scranton Coal Company at the mines.
[j] Entire capital stock now owned by Hillside Coal and Iron Company.
[k] In 1907 sold 40,704 tons of their output to Delaware, Lackawanna and Western Railroad Company at the mines.
[l] In 1907 sold 2,570 tons of their output to Delaware and Hudson Company at the mines.
[m] Covered by 65 per cent contract with Delaware, Lackawanna and Western Railroad Company.
[n] Entire capital stock now owned by Lehigh Valley Railroad Company.

GOVERNMENT EXHIBIT No. 170.—*Production of anthracite coal in long tons of 2,240 pounds, calendar years 1900 to 1907, inclusive, by those grouped as all other operators in Government Exhibit No. 169*—Continued.

Names of operators and their collieries and washeries.	1907.	1906.	1905.	1904.	1903.	1902.	1901.	1900.
Crescent Coal Company: Crescent colliery							9,956	15,122
Crescent Coal Mining Company: Hadleigh colliery							500	53,294
Crystal Run Coal Company: [a] Broad Mountain colliery	51,242	51,575	8,564	76,767	45,304			
Darkwater Coal Company:								
Newcastle colliery	68,967	29,164	44,833	62,090				
Roberts colliery					21,320	8,068		
Davis, John H.: Ellsworth colliery	33,171	36,614	37,954	43,053				
Davis Brothers: Ellsworth colliery					46,457	24,130	38,406	54,518
Denning, Joseph H.: Sebastopol colliery	4,135	5,441	5,008	6,333	7,079	6,767	7,148	7,913
Dodson Coal Company: Morea colliery	171,517	141,098	114,631	94,385	212,647	97,209	272,996	192,156
Dodson Coal Mining Company: Beaver Brook colliery	206,862	168,559	196,653	215,941	220,538	118,145	206,677	174,220
Dodson, Truman M., Coal Company: Kaska William, colliery	115,393	72,409	118,022	93,199	135,100	91,842	189,754	108,960
Dolph Coal Company, Ltd.:								
Dolph colliery [b]	274,217	290,897	247,087	281,289	214,839	121,633	208,692	160,049
Dolph Washery					490	1,591		
Dreshman Coal Company: Pioneer colliery	3,614	4,197						
Dunkleberger and Young: West Lehigh colliery			1,480	14,027	10,929	9,848	14,991	23,233
Dunn Coal Company: [c] Mountain Top colliery	7,493							
East Boston Coal Company: East Boston colliery	111,471	98,430						
East Lehigh Coal Company: East Lehigh colliery	42,406	26,966	23,034					
East Mountain Coal Company: East Mountain colliery		1,023	2,545					
East Ridge Coal Company: East Ridge colliery			25,118	86,789	112,645	76,970	81,363	62,360
Economy Light, Heat, and Power Company: Economy washery	44,595	64,224	56,639	54,583	49,813			
Elliott, McClure and Company: [d] Sibley colliery	119,214	88,555	152,023	151,565	193,378	88,381	207,322	136,957
Enterprise Coal Company: Enterprise colliery [e]	232,160	118,531	71,859	101,802	258,946	147,536	216,288	163,687
Evans & Ruse: Dusky Diamond colliery							6,100	
Excelsior Coal Company: [f]								
Excelsior colliery	134,418	117,291	113,532	130,480	124,630	70,741	106,328	86,212
Corbin colliery	88,376	104,640	114,986	115,434	114,700	38,082	55,945	50,052
Finn Coal Company: [g]								
Finn colliery	4,100	19,481	24,125	7,000				
Barton colliery					2,100			
Florence Coal Company, Ltd.: [h] Elmwood colliery							11,433	72,808
Gardner Creek Coal Company: Gardner Creek colliery							18,131	37,750
Gerber, M. A. and S. A. Seaman: [i] Furnace colliery	57,276	40,933	64,308	51,910	30,304	9,817	40,138	42,480
Gibbons, J. J.: Gibbons colliery	16,325	10,900	12,000	11,040	8,950	5,468		
Gibbons Coal Company: Gibbons colliery			20,709	25,505	26,236	11,096	19,230	15,904
Girard Coal Company: Girard colliery								71,462
Girard Mammoth Coal Company: [j] Girard Mammoth colliery	136,605							
Gorman and Campion: Bell colliery			38,533	35,606	29,770	18,173	27,158	19,001
Greenfield, William H., jr., Company: Pine Dale washery	15,000	20,361	18,001	26,475				
Greenough Red Ash Coal Company: Greenough colliery [k]	224,228	200,900	119,471	176,364	166,290	64,788	61,598	
Green Ridge Coal Company: Green Ridge colliery [b]	135,933	129,270	153,297	140,803	170,442	30,489	169,889	126,235

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Greenwood Coal Company (Ltd.):								139,307
Greenwood No. 1 colliery								53,903
Greenwood No. 2 colliery								28,407
Gunton, W. B.: Lykens colliery			6,900	25,091	66,737	126,540	70,813	
Hacklebernie Coal Company: Hacklebernie colliery	7,894	12,249	12,160	9,056				
Haddock, John C.: Black Diamond colliery						69,506	112,398	111,676
Harwood Coal Company: Harwood colliery [l]	268,363							
Hazel Mountain Coal Company: Hazel Mountain colliery	130,291	106,537	108,309					
Hicks River Coal Company: Morning Star colliery							5,148	
Hillman Vein Coal Company: Hillman Vein colliery								32,992
Humbert Coal Company: Sunnyside colliery	89,854							
Jermyn, John, and J. J.:							219,264	100,663
Jermyn No. 1 colliery							237,212	70,253
Jermyn No. 2 colliery								
Jermyn and Company:			287,119	255,519	277,074	141,940		
Jermyn No. 1 colliery			155,570	82,450	201,662	144,674		
Jermyn No. 2 colliery [m]	139,585	63,249						
Jermyn Nos. 1 and 3 collieries [m]	213,537	94,365						265,889
Johnson Coal Company: Johnson's colliery								96,278
Kemmerer, M. S., and Company: Sandy Run colliery	74,379	52,849	63,997	18,421	35,569	36,037	100,917	19,530
Kingsley Coal Company: Hawley washery								
Kingston Coal Company: [n]								431,961
Kingston No. 2 colliery	673,959	513,255	512,758	471,026	504,098	331,752	448,845	371,349
Kingston No. 4 colliery	698,687	582,264	516,247	537,483	451,705	248,264	400,094	109,260
Gaylord colliery	151,093	100,332	155,722	142,739	116,581	54,320	105,606	52,078
Laflin Coal Company: Laflin colliery								120,719
Langcliffe Coal Company: Langcliffe colliery								93,298
Langdon, J., and Company, Inc.: Nellson colliery								123,742
Laurel Run Coal Company: Laurel Run colliery						31,083	77,803	102,543
Lawrence Coal Company: Lawrence colliery				6,361	5,691	21,341	144,111	
Lee, George F., Coal Company:								
Chauncey colliery [o]	67,281	52,761	53,102	50,212	63,851	35,744	14,662	
Sterling washery							42,605	

[a] In 1907 sold 202 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
[b] Covered by 65 per cent contract with Hillside Coal and Iron Company.
[c] In 1907 sold 50 tons of its output to Delaware and Hudson Company at the mines.
[d] In 1907 sold 22,792 tons of their output to Delaware, Lackawanna and Western Railroad Company at the mines.
[e] Covered by 65 per cent contract with Philadelphia and Reading Coal and Iron Company.
[f] In 1907 sold 199,518 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
[g] In 1907 sold a part of its output to Scranton Coal Company at the mines.
[h] Entire capital stock now owned by Hillside Coal and Iron Company.
[i] In 1907 sold 50,673 tons of their output to Philadelphia and Reading Coal and Iron Company at the mines.
[j] In 1907 sold 56 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
[k] Covered by 65 per cent contract with Susquehanna Coal Company.
[l] Covered by 65 per cent contract with Lehigh Valley Coal Company.
[m] Covered by 65 per cent contract with New York, Susquehanna, and Western Coal Company.
[n] In 1907 of the output of this company 425,855 tons were mined by it for the Delaware, Lackawanna and Western Railroad Company, being coal belonging to the latter; 144,861 tons were sold at the mines to the Delaware, Lackawanna and Western Railroad Company; 856,507 tons were sold at the mines to Susquehanna Coal Company; and 79 tons were sold at the mines to Delaware and Hudson Company.
[o] Covered by 65 per cent contract with Delaware, Lackawanna and Western Railroad Company.

VERTICAL IN BOOK

GOVERNMENT EXHIBIT No. 170.—*Production of anthracite coal in long tons of 2,240 pounds, calendar years 1900 to 1907, inclusive, by those grouped as all other operators in Government Exhibit No. 169*—Continued.

Names of operators and their collieries and washeries.	1907.	1906.	1905.	1904.	1903.	1902.	1901.	1900.
Leisenring and Company: Oak Hill colliery					158,330	95,567	224,602	203,964
Leuts and Company:								
Park No. 2 colliery[a]	371,682					184,989	366,388	317,959
Park Place colliery		363,961	405,339	403,981	386,547			
Llewellyn Mining Company: Royal Oak colliery	19,319	47,495	69,631	60,169	60,884	9,552		
Losch-Moore and Company: Lorberry colliery							8,905	30,822
Losch-Snyder and Company: Lorberry colliery					21,514	5,228		
Marian Coal Company: Marian washery	62,126	46,378	16,119					
Markle, G. B., and Company:[b]								
Jeddo No. 4 and Ebervale colliery	416,450	379,524	461,057	479,518	473,538	191,346	482,410	454,667
Highland No. 5 colliery	301,311	275,866	377,908	373,248	389,320	173,329	300,269	207,008
Highland Nos. 1, 2, and 6 colliery	264,195	200,192	215,933	225,184	228,655	111,532	220,162	368,963
Maryd Coal Company: Maryd colliery	135,157	24,646	64,613					
McTurk, W. R.: Girard colliery						28,028		
McTurk, W. R., and Company:								
Girard colliery		71,388	118,382	103,803	91,112			
Star washery					14,629	46,907		
Girardville washery							21,404	66,517
McTurk, W. R., Coal Company: Girard Bear Ridge colliery	75,061							
Meyers Coal Company: Meyers washery				11,727				
Melville Coal Mining Company: Lee colliery								71,327
Middleport Coal Company: Middleport washery							11,183	24,738
Midvalley Coal Company: Midvalley colliery[a]	416,568	389,678	423,702	478,258	465,822	242,503	446,629	364,966
Mill Creek Coal Company:[c]								
Buck Mountain colliery	255,738	228,368	271,778	241,522	231,464	131,292	232,685	181,355
Vulcan colliery	210,544	183,135	239,235	222,522	242,157	145,646	234,767	169,484
Middle Lehigh colliery	85,773	23,169						
Miners Mills Coal Mining Company: Healey colliery	20,664	8,465						
Minooka Coal Company: Minooka colliery	551							
Mitchell and Shepp: East Lehigh colliery								5,656
Moosic Mountain Coal Company:								
Marshwood colliery	41,412	97,763						
Moosic Mountain colliery			112,801	141,377	119,213	53,610	115,048	108,369
Morgans and Company: Dusky Diamond colliery								3,315
Morss Hill Coal Company: Morss Hill colliery	23,529	11,918	8,750					
Moss Glenn Coal Company: Moss Glenn colliery	13,287	3,547						
Mott Haven Coal Company: Mott Haven colliery	3,407							
Mount Hope Coal Company: [d] Mount Hope colliery	88,432	32,450	75,911	54,285	54,800	35,474	47,004	54,290
Mount Jessup Coal Company: [e] Mount Jessup colliery	59,209	108,609	141,901	132,573	98,541	31,661	92,779	74,086
Mount Pleasant Coal Company: Mount Pleasant colliery								172,141
Mountain Lake Coal Company: Mountain Lake colliery	3,580	3,603	3,495	3,540	4,260	2,538		
Murray Coal Company: Murray colliery								58,140
Mowry and Wilson: Mowry colliery			5,623					

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Nay Aug Coal Company:								
Nay Aug colliery [f]	3,831	9,536	13,408	21,018	24,940	19,154	32,648	98,698
Nay Aug washery [f]	9,260	24,295	24,551	27,312	17,816	25,239	22,758	
Neyer, Moses: Black Rock colliery	5,379							
North American Coal Company: [g]								
Plymouth washery	71,206	199,641	294,850	305,847	315,778			
Schuylkill washery				105,949	175,573	108,021	102,387	4,766
National washery					52,244	91,899	167,248	212,597
Meadow Brook washery						12,563	70,073	56,918
Luserne washery							4,965	50,540
Nottingham washery						54,574		
North East Coal Company: [h] Northeast colliery	26,595	8,738						
North End Coal Company: North End colliery [i]	101,258	90,671	110,531	117,147	88,939			
Northern Anthracite Coal Company: Murray colliery	135,596	105,521	109,421	83,218	74,790	45,655		
Oak Hill Coal Company: Oak Hill colliery	225,222	107,493	174,601	115,618				
O'Boyle-Foys Anthracite Coal Company: O'Boyle-Foys colliery	69,251	25,900						50,402
Old Forge Coal Company: Phoenix and Columbia colliery								
Old Plymouth Coal Company: Old Plymouth washery		187,724	179,507	155,914	59,511			
Oxford Coal Company: Oxford washery	32,152	33,095						
Pardee, A., & Company:								
Cranberry colliery [e]	549,048	466,809	452,338	433,665	404,125	148,284	344,289	314,295
East Crystal Ridge colliery [e]			59,651	65,929	75,021	26,264	72,004	51,270
Pardee Brothers & Company: Lattimer colliery [e]	543,976	487,277	508,121	449,853	340,085	197,642		
Pardee, Calvin & Company:								
Harwood colliery		265,402	334,339	354,830	318,635	181,078	315,329	260,036
Lattimer colliery							108,286	339,291
Lattimer washery							14,713	25,339
Parrish Coal Company:								
Parrish colliery [f]	240,285	216,929	261,426	269,479	331,350	155,537	276,607	178,887
Buttonwood colliery [f]	316,706	300,376	426,218	422,717	477,421	214,001	405,195	223,339
Payne, W. G., & Company:								
East Boston colliery			90,431	90,872	69,397	62,752	162,788	187,450
East Boston washery			23,500					2,221,268
Pennsylvania Coal Company: All collieries and washeries [k]								
Peoples Bank of Wilkes-Barre, Receiver:								
Black Diamond colliery	137,364	108,721	110,170	125,727	141,802			
Black Diamond washery	22,400	22,600	23,000	21,000				
Peoples Coal Company: Oxford colliery [l]	217,986	260,681	324,561	385,961	330,817	179,826	182,543	4,180
Phillips Brothers Coal Company: Silver Hill colliery	47,369	26,402	15,601		2,500	1,031		

a Covered by 65 per cent contract with Lehigh Valley Coal Company.
b Output of this company is marketed by Lehigh Valley Coal Company under long-term contract. See Government Exhibit No. 151.
c In 1907 sold 2,750 tons of its output to Lehigh Valley Coal Company at the mines.
d In 1907 sold 854 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.
e In 1907 sold at the mines 36,001 tons of its output to Delaware, Lackawanna and Western Railroad Company and 39,377 tons to Scranton Coal Company.
f Covered by 65 per cent contract with Hillside Coal and Iron Company.
g In 1907 sold 16,120 tons of its output to Lehigh and Wilkes-Barre Coal Company at the mines.
h In 1907 sold 22,424 tons of its output to Scranton Coal Company at the mines.
i Covered by 65 per cent contract with Delaware, Lackawanna and Western Railroad Company.
j Covered by 65 per cent contract with Lehigh and Wilkes-Barre Coal Company.
k Entire capital stock now owned by Erie Railroad Company.

D VERTICAL IN BOOK

GOVERNMENT EXHIBIT No. 170.—*Production of anthracite coal in long tons of 2,240 pounds, calendar years 1900 to 1907, inclusive, by those grouped as all other operators in Government Exhibit No. 169*—Continued.

Names of operators and their collieries and washeries.	1907.	1906.	1905.	1904.	1903.	1902.	1901.	1900.
Pine Hill Coal Company:								
Pine Hill Colliery [a]	236,630	42,236	120,164	175,083	180,042	79,308		65,126
Black Heath washery		1,772	24,384	45,743			126,627	
Pine Hill washery					4,441			
Pittston Coal Company: Hadleigh colliery						18,880		
Pittston Coal Mining Company: Hadleigh colliery	97,619	66,486	95,917	88,686	34,040			
Plymouth Coal Company: Dodson colliery	174,302	159,758	190,266	181,407	226,492	106,081	188,835	7,745
Pond Creek Coal Company: Pond Creek colliery	42,274	26,695	49,030	44,731	16,134			
Port Carbon Coal Company: Lucy C. R. colliery	14,266							
Pottsville Coal Company: Pottsville washery		35,192	9,722					
Price and Glenn Company: High Point colliery		2,961						
Price Coal Company: High Point colliery	4,142							
Price-Pancoast Coal Company: [b]								
Pancoast colliery	577,464	522,937	494,515	154,686	366,218	197,665	338,653	241,914
Pancoast washery	84,603	79,226	49,186	60,497	125,480	152,788		
Randall and Schaad Brothers: Randall and Schaad colliery	5,718	10,028						
Randall and Schaad Coal Company: Randall and Schaad colliery			4,018					
Raub Coal Company: Louise colliery [c]	115,065	136,928	136,955	163,148	151,617	69,168	108,428	168,438
Raven Run Coal Company: Raven Run washery	43,908	41,206	23,832			53,744		
Red Ash Coal Company:								
Red Ash colliery [d]	229,585	168,830	235,066	197,508	152,777	125,115	250,585	174,968
Red Ash washery [d]				17,443				
Reese, Thomas R., and Sons: Dusky Diamond colliery	2,163	4,624	7,065	9,075	8,498	7,248		
Reliance Coal Company: Reliance colliery	27,258	16,840	25,289	4,824				
Richmond, William: Yatesville colliery					35,456	24,385	16,636	
Righter, T. M., and Company: Mount Carmel colliery				88,952	155,937	43,756	188,608	173,859
Riverside Coal Company: Riverside colliery						66,002	135,358	100,747
Robertson and Law: Katy-Did colliery [e]	68,526	59,638	61,995	72,052	91,890	52,111	78,712	73,205
Rowe and Stauffer: Rowe colliery								5,552
Royal Oak Coal Company: Royal Oak							47,250	43,590
Saint Clair Coal Company:								
St. Clair colliery [f]	510,064	432,815	452,506	392,356	309,515	167,041	351,907	194,827
St. Clair washery [f]	107,745	72,527	51,894	34,046	100,274	149,564		
Seneca Coal Company:								
Sioux colliery				114,823	106,083	46,983	51,051	
Twin Nos. 1 and 2 and Columbia shafts						161,708		
Twin Nos. 1 and 2 and Columbia and Phoenix shafts								
Twin Nos. 1 and 2 shafts							307,575	
Shamokin Coal Company: Natalie colliery								206,772
Shindel, C. S.: East Lehigh colliery					130,495	103,312	295,506	279,725
Shipman Koal Company: Colbert colliery [g]	93,202	113,516	160,538	129,412	58,803	3,960		
Shipp, D., estate: East Lehigh colliery				20,763	23,111	53,907	73,668	73,181
Silver Brook Coal Company: Silver Brook colliery		7,062	80,995	88,116	151,189	5,140	170,352	149,257
						63,317		

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Silverton Coal Company: Silverton colliery			41,963	61,553	60,454	30,512	69,330	62,866
Slattery Brothers: Tuscarora colliery				3,627	21,604	7,244	11,854	13,203
Smith, H. H., and Company: Hudson washery	116,224	83,921	9,952					
Smith, Meyers and Company: Meyers washery				6,018	50,239	65,978	44,682	3,424
Snyder and Company: Lorberry washery		63,865	93,241					
Spencer, A. D. and F. M.:								
Spencer colliery	19,669	22,005	64,775	64,680	78,200	30,815	102,669	71,169
Spencer washery	64,485							
Spring Brook Coal Company: Spring Brook colliery							35,645	15,222
State Line and Sullivan Railroad Company: Bernice colliery						192,999	65,354	181,516
Stauffer and Rowe: Rowe colliery	8,332	6,952	15,933					
Sterling Coal Company: Sterling washery						35,426		34,000
Stevens Coal Company: Stevens colliery	167,928	153,673	167,546	113,884	184,653	109,528	169,819	167,953
Stoddart Coal Company:								
Wolf Creek washery		45,533	78,456	59,669	90,906	45,910	45,176	56,742
Stoddart washery				444	64,012	23,548	55,188	51,094
Sunny Side Coal Company:								
Sunnyside colliery		1,296						
Sunnyside washery		76,999	30,207					
Thomas Coal Company: [a] Kehley's Run colliery	246,606	143,299	106,690	114,767	61,579	3,208	83,177	82,632
Traders' Coal Company: Ridgewood colliery	128,361	109,409	137,984	126,714	108,713	53,136	91,208	29,506
Trevorton Coal and Land Company: New mine	1,026	1,612						
Troy Coal Company: Troy colliery	30,948	33 340	7,623	2,803				
Union, The, Coal Company:								
Pennsylvania colliery						209,196	269,683	311,202
Hickory Swamp colliery						70,831	124,068	102,738
Hickory Ridge colliery						115,957	191,010	134,057
Richards colliery						183,279	318,861	236,366
Scott colliery						4,538	3,707	
Upper Lehigh Coal Company: Upper Lehigh colliery	255,494	225,340	280,292	279,738	262,710	159,437	256,597	222,655
Van Wickle, A. S., estate of: [c]								
Coleraine colliery	319,009	267,558	341,179	385,980	353,426	166,655	351,908	194,980
Milnesville colliery						72,389	206,084	321,933
Warnke Coal Company: Warnke washery					167,650	64,613	20,549	
Warrior Run Coal Company: Warrior Run colliery					201,215	118,890	175,667	160,227
Warrior Run Mining Company: Warrior Run colliery				193,466				
Wents, J. S., and Company: Hazel Brook colliery	135,332	133,650	156,372	128,189	112,324	31,373	149,204	113,700

[a] Covered as to about one-third of its output by 65 per cent contract with Philadelphia and Reading Coal and Iron Company and as to about another one-third by 65 per cent contract with Susquehanna Coal Company, about one-third of its ouptut being free.

[b] In 1907 sold at the mines 145,410 tons of its output to Delaware and Hudson Company; 221,516 tons to Delaware, Lackawanna and Western Railroad Company, and 233,209 tons to Scranton Coal Company.

[c] Covered by 65 per cent contract with Lehigh Valley Coal Company.

[d] Covered by 65 per cent contract with Lehigh and Wilkes-Barre Coal Company.

[e] Covered by 65 per cent contract with Hillside Coal and Iron Company.

[f] Covered by 65 per cent contract with Philadelphia and Reading Coal and Iron Company.

[g] Covered by 65 per cent contract with Susquehanna Coal Company.

[h] In 1907 sold 30 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.

[i] In 1907 sold 20 tons of its output to Philadelphia and Reading Coal and Iron Company at the mines.

GOVERNMENT EXHIBIT No. 170.—*Production of anthracite coal in long tons of 2,240 pounds, calendar years 1900 to 1907, inclusive, by those grouped as all other operators in Government Exhibit No. 169*—Continued.

Names of operators and their collieries and washeries.	1907.	1906.	1905.	1904.	1903.	1902.	1901.	1900.
West End Coal Company:[a]								
West End colliery	619,926	444,815	513,796	451,188	381,203	147,225	99,636	196,460
West End washery	63,754	21,936	.....	8,509	102,764	.....	.....	.....
Melville washery	.....	.....	.....	1,563	.....	.....	.....	.....
West Nanticoke Coal Company: West Nanticoke washery [b]	46,233	52,550	35,720	33,422	3,272	.....	.....	.....
Whims and Hempner: Jugular colliery	.....	.....	.....	.....	.....	.....	555	2,366
White, E. C., and Company: Howard colliery	.....	.....	.....	.....	40,654	19,272	27,027	16,925
White and White: Columbus No. 2 colliery	11,458	14,645	26,109	33,076	48,666	39,554	56,698	36,314
White, E., and Company: Howard colliery [c]	35,397	31,477	35,295	46,840	.....	.....	.....	.....
Wilkes-Barre and Scranton Coal and Iron Company: Hillman colliery	63,127	39,500	13,900	7,396	.....	.....	.....	.....
Williams, B. F.: Williams colliery	.....	.....	.....	.....	.....	.....	15,250	.....
Williams Coal Company: Williams colliery	.....	.....	.....	.....	.....	.....	.....	22,907
Woodside Coal Company: Woodside colliery	.....	.....	.....	.....	.....	.....	.....	1,702
Wyoming and Pond Creek Coal Company: Pond Creek washery	.....	.....	.....	.....	.....	.....	.....	8,291
Wyoming Coal and Land Company: Griffith colliery	.....	.....	.....	76,449	88,667	53,439	108,621	118,665
Total	16,875,795	14,412,891	17,944,171	17,724,628	18,223,788	10,746,773	18,424,674	19,443,500

[a] In the output of this company for 1907 is included 225,740 tons purchased by Lehigh and Wilkes-Barre Coal Company from Melville Coal Company, under a 65 per cent contract (see Government Exhibit No. 48). In that year the West End Coal Company also sold 287,057 tons of its output to the Susquehanna Coal Company at the mines.
[b] Covered by 65 per cent contract with Susquehanna Coal Company.
[c] Covered by 65 per cent contract with Philadelphia and Reading Coal and Iron Company.

GOVERNMENT EXHIBIT No. 171.

Production of anthracite coal in 1907—A recapitulation from Government Exhibits No. 168 and No. 170.

Description of classes.	Long tons.	Per cent. of total.
Output of railroads or railroad coal companies defendant and their controlled companies	41,963,065	54.61
Output of collieries bound to railroads or railroad coal companies defendant by 65 per cent contracts	5,924,262	7.71
Output of collieries not so bound which was sold at the mines to railroads or railroad coal companies defendant	739,553	.96
Output mined by Kingston Coal Company, but which belonged to one of the defendant railroads, the Delaware, Lackawanna and Western	425,855	.55
Output of G. B. Markle & Co., marketed by one of the defendant coal companies, Lehigh Valley Coal Company, under long-term contract. (See Government Exhibit No. 151)	981,956	1.28
Output of Lehigh Coal and Navigation Company	3,175,016	4.14
Output of railroads or railroad coal companies not defendant	14,819,216	19.29
Output of collieries bound to railroads or railroad coal companies not defendant by 65 per cent contracts	363,663	.47
Output of collieries not so bound which was sold at the mines to railroads or railroad coal companies not defendant	1,606,365	2.08
Output of one colliery, Pine Hill Colliery, about one-third of which is bound to a railroad coal company defendant, and about one-third to a railroad coal company not defendant, and about one-third free	236,630	.31
Output remaining	6,607,511	8.60
Total production in 1907	76,836,082	100.00

* Including Melville Colliery, which does not appear separately in the list of operators in Government Exhibit No. 170, because its output is delivered through West End Coal Company. (See Government Exhibit No. 48.)

GOVERNMENT EXHIBIT No. 172.

THE PHILADELPHIA & READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of The Philadelphia & Reading Coal and Iron Company for white ash anthracite coal delivered on board vessels at Port Liberty (New York Harbor) from January 1, 1900, to October 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.75	$4.75	$4.75	$4.25	$4.35	$4.45	$4.55	$4.65	$4.75	$4.75	.....	.....
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	.....	.....
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	.....	.....
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	.....	.....

1907.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1906.

Broken	4.75	4.75	4.75	4.75	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1905.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1904.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1903.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1902.

Broken	4.15	4.15	4.15	3.90	4.00	Strike.				4.75	4.75	4.75
Egg	4.40	4.40	4.40	4.15	4.25					5.00	5.00	5.00
Stove	4.65	4.65	4.65	4.15	4.25					5.00	5.00	5.00
Chestnut	4.65	4.65	4.65	4.15	4.25					5.00	5.00	5.00

1901.

Broken	4.15	4.15	4.15	3.65	3.75	3.85	3.95	4.05	4.15	4.15	4.15	4.15
Egg	4.40	4.40	4.40	3.90	4.00	4.10	4.20	4.30	4.40	4.40	4.40	4.40
Stove	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65
Chestnut	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65

1900.

Broken	3.65	3.65	3.65	3.40	3.40	3.40	3.65	3.65	3.90	4.15	4.15	4.15
Egg	4.00	4.00	4.00	3.65	3.65	3.65	3.90	3.90	4.15	4.40	4.40	4.40
Stove	4.40	4.40	4.40	3.90	3.90	3.90	4.15	4.15	4.40	4.65	4.65	4.65
Chestnut	4.40	4.40	4.40	3.90	3.90	3.90	4.15	4.15	4.40	4.65	4.65	4.65

GOVERNMENT EXHIBIT No. 173.

THE PHILADELPHIA & READING COAL & IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of The Philadelphia & Reading Coal and Iron Company for Shamokin anthracite coal delivered on board vessels at Port Liberty (New York Harbor), from January 1, 1900, to October 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$5.25	$5.25	$5.25	$4.75	$4.85	$4.95	$5.05	$5.15	$5.25	$5.25		
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25		
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25		

1907.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1906.

Broken												
Egg	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1905.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1904.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1903.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1902.

Broken						Strike.						
Egg	4.65	4.65	4.65	4.40	4.50					5.25	5.25	5.25
Stove	4.90	4.90	4.90	4.40	4.50					5.25	5.25	5.25
Chestnut	4.90	4.90	4.90	4.40	4.50					5.25	5.25	5.25

1901.

Broken												
Egg	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65
Stove	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90
Chestnut	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90

1900.

Broken												
Egg	4.25	4.25	4.25	3.90	3.90	3.90	4.15	4.15	4.40	4.65	4.65	4.65
Stove	4.65	4.65	4.65	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90
Chestnut	4.65	4.65	4.65	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90

GOVERNMENT EXHIBIT No. 174.

THE PHILADELPHIA & READING COAL & IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of The Philadelphia & Reading Coal and Iron Company, for Schuylkill red ash anthracite coal delivered on board vessels at Port Liberty (New York Harbor), from January 1, 1900, to October 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$5.50	$5.50	$5.50	$5.00	$5.10	$5.20	$5.30	$5.40	$5.50	$5.50		
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50		
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50		

1907.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1906.

Broken												
Egg	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1905.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1904.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1903.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1902.

Broken												
Egg	4.90	4.90	4.90	4.65	4.75	Strike.				5.50	5.50	5.50
Stove	5.15	5.15	5.15	4.65	4.75					5.50	5.50	5.50
Chestnut	5.15	5.15	5.15	4.65	4.75					5.50	5.50	5.50

1901.

Broken												
Egg	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90
Stove	5.15	5.15	5.15	4.65	4.75	4.85	4.95	5.05	5.15	5.15	5.15	5.15
Chestnut	5.15	5.15	5.15	4.65	4.75	4.85	4.95	5.05	5.15	5.15	5.15	5.15

1900.

Broken												
Egg	4.25	4.25	4.25	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90
Stove	4.75	4.75	4.75	4.40	4.40	4.40	4.65	4.65	4.90	5.15	5.15	5.15
Chestnut	4.75	4.75	4.75	4.40	4.40	4.40	4.65	4.65	4.90	5.15	5.15	5.15

GOVERNMENT EXHIBIT No. 175.

THE PHILADELPHIA & READING COAL & IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of The Philadelphia & Reading Coal and Iron Company, for Lorberry anthracite coal delivered on board vessels at Port Liberty (New York Harbor), from January 1, 1900, to October 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$5.50	$5.50	$5.50	$5.00	$5.10	$5.20	$5.30	$5.40	$5.50	$5.50		
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50		
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50		

1907.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1906.

Broken												
Egg	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1905.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1904.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1903.

Broken												
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1902.

Broken						Strike.						
Egg	4.90	4.90	4.90	4.65	4.75					5.50	5.50	5.50
Stove	5.15	5.15	5.15	4.65	4.75					5.50	5.50	5.50
Chestnut	5.15	5.15	5.15	4.65	4.75					5.50	5.50	5.50

1901.

Broken												
Egg	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90
Stove	5.15	5.15	5.15	4.65	4.75	4.85	4.95	5.05	5.15	5.15	5.15	5.15
Chestnut	5.15	5.15	5.15	4.65	4.75	4.85	4.95	5.05	5.15	5.15	5.15	5.15

1900.

Broken												
Egg	4.25	4.25	4.25	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90
Stove	4.75	4.75	4.75	4.40	4.40	4.40	4.65	4.65	4.90	5.15	5.15	5.15
Chestnut	4.75	4.75	4.75	4.40	4.40	4.40	4.65	4.65	4.90	5.15	5.15	5.15

GOVERNMENT EXHIBIT No. 176.

THE PHILADELPHIA & READING COAL & IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of The Philadelphia & Reading Coal and Iron Company, for Lykens Valley anthracite coal delivered on board vessels at Port Liberty (New York Harbor), from January 1, 1900, to October 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$5.75	$5.75	$5.75	$5.25	$5.35	$5.45	$5.55	$5.65	$5.75	$5.75	.....	.....
Egg	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	.....	.....
Stove	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	.....	.....
Chestnut	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	.....	.....

1907.

Broken	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	$5.75	$5.75
Egg	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Stove	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Chestnut	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00

1906.

Broken	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Egg	6.00	6.00	6.00	6.00	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Stove	6.00	6.00	6.00	6.00	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Chestnut	6.00	6.00	6.00	6.00	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00

1905.

Broken	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Egg	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Stove	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Chestnut	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00

1904.

Broken	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Egg	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Stove	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Chestnut	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00

1903.

Broken	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Egg	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Stove	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00
Chestnut	6.00	6.00	6.00	5.50	5.60	5.70	5.80	5.90	6.00	6.00	6.00	6.00

1902.

Broken	5.25	5.25	5.25	5.00	5.10	Strike.				5.75	5.75	5.75
Egg	5.50	5.50	5.50	5.25	5.35					6.00	6.00	6.00
Stove	5.75	5.75	5.75	5.25	5.35					6.00	6.00	6.00
Chestnut	5.75	5.75	5.75	5.25	5.35					6.00	6.00	6.00

1901.

Broken	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Egg	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1900.

Broken	4.75	4.75	4.75	4.50	4.50	4.50	4.75	4.75	5.00	5.25	5.25	5.25
Egg	5.00	5.00	5.00	4.75	4.75	4.75	5.00	5.00	5.25	5.50	5.50	5.50
Stove	5.25	5.25	5.25	5.00	5.00	5.00	5.25	5.25	5.50	5.75	5.75	5.75
Chestnut	5.25	5.25	5.25	5.00	5.00	5.00	5.25	5.25	5.50	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 177.

LEHIGH & WILKES-BARRE COAL COMPANY.

Monthly quoted prices (per ton of 2,240 pounds) of the Lehigh & Wilkes-Barre Coal Company for free burning white ash anthracite coal delivered on board vessels at Port Johnston, N. J., from January 1, 1900, to December 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.70	$4.70	$4.70	$4.20	$4.30	$4.40	$4.50	$4.60	$4.70	$4.70	$4.70	$4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1907.

Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1906.

Broken	4.70	4.70	4.70	4.70	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1905.

Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1904.

Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1903.

Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1902.

Broken	3.95	3.95	3.95	3.70	3.80	3.90	4.00	4.10	4.20	4.70	4.70	4.70
Egg	4.20	4.20	4.20	3.95	4.05	4.15	4.25	4.35	4.45	4.95	4.95	4.95
Stove	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.95	4.95	4.95
Chestnut	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.95	4.95	4.95

1901.

Broken	3.70	3.70	3.70	3.45	3.55	3.65	3.75	3.85	3.95	3.95	3.95	3.95
Egg	4.20	4.20	4.20	3.70	3.80	3.90	4.00	4.10	4.20	4.20	4.20	4.20
Stove	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45	4.45	4.45
Chestnut	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45	4.45	4.45

1900.

Broken	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.70	3.70	3.70
Egg	3.55	3.55	3.40	3.45	3.45	3.45	3.70	3.70	3.70	4.20	4.20	4.20
Stove	3.95	3.95	3.55	3.70	3.70	3.70	3.95	3.95	3.95	4.45	4.45	4.45
Chestnut	4.15	3.95	3.55	3.70	3.70	3.70	3.95	3.95	3.95	4.45	4.45	4.45

GOVERNMENT EXHIBIT No. 178.

THE LEHIGH VALLEY COAL COMPANY.

Monthly quoted prices (per ton of 2,240 pounds) of the Lehigh Valley Coal Company for free-burning white ash anthracite coal delivered on board vessels at Perth Amboy, N. J., from January 1, 1900, to December 1, 1908.

[These prices are not circular prices, as no circulars were issued, but are merely prices quoted to the trade on inquiry.]

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.70	$4.70	$4.70	$4.20	$4.30	$4.40	$4.50	$4.60	$4.70	$4.70	$4.70	$4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1907.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1906.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.70	4.70	4.70	[a]4.70	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	[a]4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	[a]4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	[a]4.95	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1905.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1904.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1903.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.70	4.70	4.70	4.20	4.30	4.40	4.50	4.60	4.70	4.70	4.70	4.70
Egg	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Stove	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95
Chestnut	4.95	4.95	4.95	4.45	4.55	4.65	4.75	4.85	4.95	4.95	4.95	4.95

1902.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	3.95	3.95	3.95	3.70	3.80	3.90	4.00	4.10	4.20	4.20 [b]4.70	4.70	4.70
Egg	4.20	4.20	4.20	3.95	4.05	4.15	4.25	4.35	4.45	4.45 [b]4.95	4.95	4.95
Stove	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45 [b]4.95	4.95	4.95
Chestnut	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45 [b]4.95	4.95	4.95

1901.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	3.70	3.70	3.70	3.45	3.55	3.65	3.75	3.85	3.95	3.95	3.95	3.95
Egg	4.20	4.20	4.20	3.70	3.80	3.90	4.00	4.10	4.20	4.20	4.20	4.20
Stove	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45	4.45	4.45
Chestnut	4.45	4.45	4.45	3.95	4.05	4.15	4.25	4.35	4.45	4.45	4.45	4.45

1900.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	[c]3.70	3.70	3.70
Egg	3.55	3.55	3.40	3.45	3.45	3.45	3.70	3.70	3.70	[c]4.20	4.20	4.20
Stove	3.95	3.95	3.85	3.70	3.70	3.70	3.95	3.95	3.95	[c]4.45	4.45	4.45
Chestnut	4.15	3.95	3.85	3.70	3.70	3.70	3.95	3.95	3.95	[c]4.45	4.45	4.45

[a] Strike month. [b] These prices were put into effect October 28.
[c] These prices were put into effect October 30.

GOVERNMENT EXHIBIT No. 179.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of the Delaware, Lackawanna & Western Railroad Company for free burning white ash anthracite coal delivered on board vessels at Hoboken, N. J., from January 1, 1900, to December 1, 1908.

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.75	$4.75	$4.75	$4.25	$4.35	$4.45	$4.55	$4.65	$4.75	$4.75	$4.75	$4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1907.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1906.

Broken	4.75	4.75	4.75	4.75	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1905.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1904.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1903.

Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1902.

Broken	3.50	3.50	3.50	3.75	3.85	3.95	4.05	4.15	4.25	4.75	4.75	4.75
Egg	4.25	4.25	4.25	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.00	5.00
Stove	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.00	5.00
Chestnut	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.00	5.00

1901.

Broken	3.25	3.50	3.40	3.50	3.50	3.50	3.50	3.50	3.80	3.40	3.40	3.40
Egg	3.50	3.75	3.75	3.75	3.85	3.95	4.05	4.15	4.25	4.25	4.25	4.25
Stove	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Chestnut	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50

1900.

Broken	3.25	3.25	3.25	3.15	3.15	3.15	3.15	3.15	3.25	3.50	3.50	3.50
Egg	3.50	3.50	3.50	3.45	3.45	3.45	3.45	3.45	3.45	4.00	3.75	4.25
Stove	4.00	4.00	4.00	3.75	3.75	3.75	3.75	3.75	3.75	4.00	4.25	4.50
Chestnut	4.00	4.00	4.00	3.75	3.75	3.75	3.75	3.75	3.75	4.00	4.25	4.50

GOVERNMENT EXHIBIT No. 180.

HILLSIDE COAL AND IRON COMPANY—PENNSYLVANIA COAL COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of the Hillside Coal and Iron Company and the Pennsylvania Coal Company for free burning white ash anthracite coal delivered on board vessels at Weehawken or Edgewater, New Jersey, from January 1, 1900, to December 1, 1908.

[NOTE.—Prices from January, 1900, to March, 1901, inclusive, are not circular prices, but only quoted prices to inquiries, as no circulars were issued for that period of time. Prices on pea and buckwheat coal are, for the whole period, not circular but only quoted prices to inquiries, as no circulars were issued for these sizes. Quoted prices on rice and barley are not given on account of incomplete records.]

1908.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.75	$4.75	$4.75	$4.25	$4.35	$4.45	$4.55	$4.65	$4.75	$4.75	$4.75	$4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25
Buckwheat	2.75	2.75	2.75	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

1907.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.25	3.25	3.25	3.25
Buckwheat	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.75	2.75	2.75	2.75

1906.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.75	4.75	4.75	Strike	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00		4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00		4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00		4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.50	2.50	2.50		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

1905.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

1904.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

GOVERNMENT EXHIBIT No. 180.—*Hillside Coal and Iron Company—Pennsylvania Coal Company*—Continued.

Monthly circular prices (per ton of 2,240 pounds) of the Hillside Coal and Iron Company and the Pennsylvania Coal Company for free burning white ash anthracite coal delivered on board vessels at Weehawken or Edgewater, New Jersey, from January 1, 1900, to December 1, 1903—Continued.

1903.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Pea	3.50	3.50	3.50	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.75	2.75	2.75	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

1902.

Broken	4.00	4.00	4.00	3.50	3.60	Strike.					4.75	4.75
Egg	4.25	4.25	4.25	3.75	3.85						5.00	5.00
Stove	4.50	4.50	4.50	4.00	4.10						5.00	5.00
Chestnut	4.50	4.50	4.50	4.00	4.10						5.00	5.00
Pea	3.00	3.00	3.00	3.00	3.00						3.50	3.50
Buckwheat	2.50	2.50	2.50	2.50	2.50						2.75	2.75

1901.

Broken	3.75	3.75	3.75	3.50	3.60	3.70	3.80	3.90	4.00	4.00	4.00	4.00
Egg	4.25	4.25	4.25	3.75	3.85	3.95	4.05	4.15	4.25	4.25	4.25	4.25
Stove	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Chestnut	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Pea	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

1900.

Broken	3.30	3.30	3.30	3.25	3.25	3.25	3.50	3.50	3.50	3.50	3.75	3.75
Egg	3.60	3.60	3.60	3.50	3.50	3.50	3.75	3.75	3.75	3.75	4.25	4.25
Stove	4.00	4.00	4.00	3.75	3.75	3.75	4.00	4.00	4.00	4.00	4.50	4.50
Chestnut	4.00	4.00	4.00	3.75	3.75	3.75	4.00	4.00	4.00	4.00	4.50	4.50
Pea	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Buckwheat	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

GOVERNMENT EXHIBIT No. 181.

TABLES OF FREIGHT RATES ON BITUMINOUS COAL.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached, numbered, respectively, 1596, 1599, 1600, and 1601, show the rates on bituminous coal from and to the points specified in each of said statements, and the distances between said points, as published and stated in tariffs and distance tables filed with the said Interstate Commerce Commission by the railroad companies respectively named in said statements (except that in the instances expressly noted the said distances were taken from the Official Railway Guide and Bullinger's Guide), and more particularly referred to in each of said statements under their respective I. C. C. numbers.

In witness whereof I have hereunto set my hand and affixed the seal of said commission this 11th day of January, A. D. 1909.

[SEAL.] EDW. A. MOSELEY,
Secretary of the Interstate Commerce Commission.

[No. 1596.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement of rates on bituminous coal, carloads, from April 1, 1899, to date, from Munson, Pa. (Beech Creek district), to port shown below, via New York Central & Hudson River R. R., Philadelphia & Reading Ry., and Central R. R. Co. of New Jersey.

[Rates, in cents, per ton of 2,240 pounds.]

From Munson, Pa. (Beech Creek district).

To.....		Elisabethport, N. J.			
		Rate per per ton prepaid.	Adjustment.	Net rate f. o. b. a	Distance.
Beech Creek R. R.	*Effective.*				*Miles.*
Sup. 1 to I. C. C. 465	April 1, 1899	135	40	95	279.3
N. Y. C. & H. R. R. R.					
Sup. 1 to I. C. C. 1735	April 1, 1900	170	40	130	279.3
Sup. 1 to I. C. C. C-101	April 1, 1901	170	30	140	279.3
Sup. 1 to I. C. C. C-131	April 1, 1902	170	30	140	279.3
Sup. 1 to I. C. C. C-188	April 1, 1903	180	30	150	279.3
Sup. 1 to I. C. C. C-234	April 1, 1904	180	30	150	279.3
Sup. 1 to I. C. C. C-304	April 1, 1906	180	30	150	279.3
Sup. 1 to I. C. C. C-403	May 1, 1907, to date	185	30	155	279.3

a Applies on date coal is transhipped into vessels, without regard to time of passing Beech Creek scales.

Route.—Via New Berry Jct., Catawissa, Tamanend and C. R. R. Co. of N. J.

Distances: N. Y. C. & H. R. R. R., Munson to New Berry Junction, 53.3 miles (Official Guide); P. & R. Ry., New Berry Jct. to Tamanend, 99 miles (P. & R. Ry. I. C. C 409); C. R. R. Co. of N. J., Tamanend to Elisabethport, 127 miles (Bullinger's & Official Guide). Total, 279.3 miles.

GOVERNMENT EXHIBIT No. 181.—*Tables of freight rates on bituminous coal*—Cont'd.

No. 1599. Interstate Commerce Commission—Division of Rates and Transportation.

Statement of rates on bituminous coal, carloads, from May 1, 1899, to date, from Lonaconing, Md. (Georges Creek and Cumberland district), to New York and Brooklyn (in cars on board floats), via Cherry Run, Shippensburg, Allentown, and Jersey City, via Baltimore & Ohio R. R., Western Maryland R. R., Philadelphia & Reading Ry., and Central R. R. Co. of New Jersey.

[Rates in cents per ton of 2,240 pounds.]

Tariff references, I. C. C. Nos.	Effective.	Rate per ton.	Route and distances.
B. & O. R. R.			
2404	May 1, 1899	(a)	
Amdt. 1—C. & C. 19	June 1, 1900	b 185	Lonaconing taken as representative point.
C. & C. 53	April 1, 1901	b 195	G. C. & C. R. R., Lonaconing to Cumberland..... 19 miles.
C. & C. 82	September 2, 1902	b 195	B. & O. R. R., Cumberland to Cherry Run..... 64 4/5 miles.
C. & C. 107	April 1, 1903	b 205	West. Md. R. R., Cherry Run to Shippensburg..... 65 miles.
C. & C. 125	May 22, 1903	b 205	P. & R. Ry., Shippensburg to Allentown, Pa..... 131½ miles.
C. & C. 135	September 15, 1903	b 205	C. R. of N. J., Allentown to Jersey City..... 89 4/5 miles.
			Total..... 369½ miles.
C. & C. 147	April 8, 1904	b 205	
C. & C. 195	September 5, 1905, to date.	b 205	

a Names no rate from George Creek and Cumberland district.
b 40 cents per ton will be allowed for barge service and discharging on coal delivered in New York Harbor.

No. 1600.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement of rates on bituminous coal, carloads, from and to points named below, from May 13, 1903, to date.

[Rates in cents, per ton of 2,240 pounds.]

To—	From Clearfield, Pa.	(A).a	From Georges Creek district.	(A).a	P. R. R. I. C. C. tariff references.	Date effective.	Distance from Clearfield, Pa.	Distance from Lonaconing, Pa. (G. C. D.)	Route.
New York Harbor, via Harsimus Cove, N. J. (within lighterage limits discharged). Freight to be prepaid.b	190	155	205	170	A-859	May 13, 1903	*Miles* c346	*Miles* d404	From Clearfield, Pa. via Penna. R. R.
	190	155	205	170	A-1017	Nov. 1, 1905	c346	d404	
Harsimus Cove, N. J. (f. o. b.), for reshipment by water. Freight to be prepaid.	155	.....	170	.....	A-1128	Aug. 28, 1906	c346	d404	From Georges Creek District, via Georges Creek & Cumberland R. R., and Pennsylvania R. R.
	160	.....	175	.....	A-1389	May 1, 1907	c346	d404	
	160	.....	175	.....	AA-162	June 10, 1908	c346	d404	

a Rates in column (A) apply to Harsimus Cove and are made by deducting the 35 cents per ton, as authorized.
b This company has no coal piers or other facilities for the transshipment of bituminous coal by water at Harsimus Cove, but on all such coal which the shippers or consignees shall, prior to the time of its arrival, arrange to be delivered over piers or other facilities for transfer connected with the company's tracks at Harsimus Cove, and transshipped and forwarded by water, an allowance of 35 cents per 2,240 pounds out of these rates will be made to cover cost of barging and discharging.
c Pennsylvania R. R., I. C. C. G. No. 2157.
d Pennsylvania R. R., I. C. C. G. No. 2157, 385 miles from Cumberland, and 19 miles to Cumberland, as per Official Guide.
G. C. D.=Georges Creek District.

GOVERNMENT EXHIBIT No. 181.—*Tables of freight rates on bituminous coal*—Cont'd.

No. 1601.] Interstate Commerce Commission—Division of Rates and Transportation.

Statement of rates on bituminous coal, carloads, from and to points named below, from January 1, 1899, to date.

[Rates, in cents, per ton of 2,240 pounds.]

From	To New York Harbor, via South Amboy (within lighterage limits, discharged).[a]					
	Clearfield district (Clearfield, Pa.), via Pennsylvania R. R.			Georges Creek and Cumberland district (Lonaconing, Md.), via G. C. & C. R. R. & P. R. R., in connection with Cumberland Valley R. R.		
	Rate per ton (2,240 pounds).	Distance.	(A).[b]	Rate per ton (2,240 pounds).	Distance.	(A).[b]
Penn. R. R. ICC A-348, effective Feb. 20, 1897	175	(c)	135	180	(d)	140
Penn. R. R. ICC A-322, effective Apr. 1, 1899	135		95	150		110
Penn. R. R. ICC A-375, effective Aug. 1, 1899	135		95	150		110
Penn. R. R. ICC A-430, effective Apr. 1, 1900	170		130	185		145
Penn. R. R. ICC A-545, effective Apr. 1, 1901	180		140	195		155
Penn. R. R. ICC A-664, effective Apr. 1, 1902	180		140	195		155
Penn. R. R. ICC A-727, effective July 7, 1902	180		140	195		155
Penn. R. R. ICC A-818, effective Apr. 1, 1903	190		150	205		165
Penn. R. R. ICC A-918, effective Apr. 1, 1904	190		150	205		165
Penn. R. R. ICC A-1010, effective Apr. 3, 1905	190		150	205		165
Penn. R. R. ICC A-1087, effective Apr. 2, 1906	190		150	205		165
Penn. R. R. ICC A-1126, effective Aug. 28, 1906 [e]	150			165		
Penn. R. R. ICC A-1206, effective May 1, 1907 [e]	155			170		
Penn. R. R. ICC AA-163, effective June 10, 1908, to date [e]	155			170		

[a] An allowance of 40 cents per 2,240 pounds will be made from the rate to New York, discharged, for the barge service from South Amboy and discharge.

[b] Rates shown in column (A) are the proportions to South Amboy arrived at by deducting the allowance of 40 cents per ton, as authorized.

[c] Distance, Clearfield, Pa., to South Amboy, N. J., 325 miles, as per Pennsylvania R. R., I. C. C. G. No. 2157.

[d] Distance, Lonaconing to Cumberland, 19 miles (G. C. & C. R. R.), Official Guide. Distance, Cumberland to South Amboy, N. J., 364 miles, Pennsylvania R. R. (in connection with Cumberland Valley R. R.), as per Pennsylvania R. R., I. C. C. G. No. 2157.

[e] To South Amboy, N. J. (f. o. b.), for reshipment by water.

GOVERNMENT EXHIBIT No. 182.

OFFICERS AND DIRECTORS OF PHILADELPHIA & READING RAILWAY CO.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the Philadelphia & Reading Railway Company as filed with this Commission for the years named therein.

In testimony whereof, I have hereunto subscribed my name, and affixed the seal of the Commission, this 21st day of December, 1908.

[SEAL.]

EDW. A. MOSELEY,
Secretary.

PHILADELPHIA & READING RAILWAY COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—	
	1908.	1907.
Chairman of the board		
President	George F. Baer.	George F. Baer.
First vice-president	Theodore Voorhees.	Theodore Voorhees.
Second vice-president		C. E. Henderson.
Secretary	W. R. Taylor.	W. R. Taylor.
Treasurer	Harry E. Paisley.	Richard Tull.
Comptroller	George Ziegler.	George Ziegler.

	1906.	1905.
Chairman of the board		
President	George F. Baer.	George F. Baer.
First vice-president	Theodore Voorhees.	Theodore Voorhees.
Second vice-president	C. E. Henderson.	C. E. Henderson.
Secretary	W. R. Taylor.	W. R. Taylor.
Treasurer	Richard Tull.	Richard Tull.
Comptroller	George Ziegler.	George Ziegler.

	1904.	1903.
Chairman of the board		
President	George F. Baer.	George F. Baer.
First vice-president	Theodore Voorhees.	Theodore Voorhees.
Second vice-president	C. E. Henderson.	C. E. Henderson.
Secretary	W. R. Taylor.	W. R. Taylor.
Treasurer	Richard Tull.	W. A. Church.
Comptroller	D. Jones.	D. Jones.

	1902.	1901.
Chairman of the board		
President	George F. Baer.	George F. Baer.
First vice-president	Theodore Voorhees.	Theodore Voorhees.
Second vice-president	C. E. Henderson.	C. E. Henderson.
Secretary	W. R. Taylor.	W. R. Taylor.
Treasurer	W. A. Church.	W. A. Church.
Comptroller	D. Jones.	D. Jones.

	1900.	1899.
Chairman of the board		
President	Joseph S. Harris.	Joseph S. Harris.
First vice-president	Theodore Voorhees.	Theodore Voorhees.
Second vice-president	C. E. Henderson.	C. E. Henderson.
Secretary	W. R. Taylor.	W. R. Taylor.
Treasurer	W. A. Church.	W. A. Church.
Comptroller	D. Jones.	D. Jones.

GOVERNMENT EXHIBIT No. 182—*Officers and directors of Philadelphia & Reading Railway Co.*—Continued.

PHILADELPHIA & READING RAILWAY COMPANY.

Names of directors and expiration of their terms, as shown in the annual report for the year ending June 30—

1908.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
Joseph S. Harris	Oct. 16, 1908.	H. A. Dupont	Oct. 14, 1907.
H. McK. Twombly	Do.	Charles Steele	Do.
Henry A. Dupont	Do.	Joseph S. Harris	Do.
Edw. T. Stotesbury	Do.	Edw. T. Stotesbury	Do.
Henry C. Frick	Do.	H. McK. Twombly	Do.
Oscar G. Murray	Do.	H. C. Frick	Do.

1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.
H. A. Dupont	Oct. 8, 1906.	H. A. Dupont	2d Monday, October, 1906.
Charles Steele	Do.	Charles Steele	Do.
Joseph S. Harris	Do.	Joseph S. Harris	Do.
Edw. T. Stotesbury	Do.	Edw. T. Stotesbury	Do.
H. McK. Twombly	Do.	H. McK. Twombly	Do.
H. C. Frick	Do.	H. C. Frick	Do.

1904.		1903.	
E. T. Stotesbury	2d Monday, October, 1904.	George C. Thomas	2d Monday, October, 1903
John Lowber Welsh	Do.	John Lowber Welsh	Do.
Henry P. McKean	Do.	Henry P. McKean	Do.
H. A. Dupont	Do.	H. A. Dupont	Do.
Charles Steele	Do.	Joseph S. Harris	Do.
Joseph S. Harris	Do.	Charles Steele	Do.

1902.		1901.	
George C. Thomas	2d Monday, October, 1902.	George C. Thomas	2d Monday, October, 1901.
John Lowber Welsh	Do.	John Lowber Welsh	Do.
Henry P. McKean	Do.	Henry P. McKean	Do.
H. A. Dupont	Do.	H. A. Dupont	Do.
Charles Steele	Do.	Charles Steele	Do.
Joseph S. Harris	Do.	Joseph S. Harris	Do.

1900.		1900.	
Geo. F. Baer	2d Monday, October, 1900.	George F. Baer	2d Monday, October, 1900.
Chas. Steele	Do.	Chas. H. Coster	Do.
Henry P. McKean	Do.	Henry P. McKean	Do.
H. A. Dupont	Do.	H. A. Dupont	Do.
Geo. C. Thomas	Do.	Geo. C. Thomas	Do.
John Lowber Welsh	Do.	John Lowber Welsh	Do.

GOVERNMENT EXHIBIT No. 183.

OFFICERS AND DIRECTORS OF CENTRAL R. R. CO. OF N. J.

I, Edward A. Moseley, Secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the Central Railroad Company of New Jersey, as filed with this Commission, for the years named therein.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of the Commission, this 21st day of Dec., 1908.

[SEAL.] EDW. A. MOSELEY, *Secretary.*

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—	
	1908.	1907.
Chairman of the board	J. Rogers Maxwell	J. Rogers Maxwell.
President	Geo. F. Baer	Geo. F. Baer.
Vice-president and gen'l counsel	Robt. W. de Forest	Robt. W. de Forest.
Vice-president and gen'l manager	W. G. Besler	W. G. Besler.
Secretary	G. O. Waterman	G. O. Waterman.
Treasurer	G. O. Waterman	G. O. Waterman.
General auditor	J. A. Taylor	J. A. Taylor.
	1905.	1906.
Chairman of the board	J. Rogers Maxwell	J. Rogers Maxwell.
President	Geo. F. Baer	Geo. F. Baer.
Vice-president and gen'l counsel	Robt. W. de Forest	R. W. de Forest.
Vice-president and gen'l manager	W. G. Besler	W. G. Besler.
Secretary	G. O. Waterman	G. O. Waterman.
Treasurer	G. O. Waterman	G. O. Waterman.
General auditor	J. A. Taylor	J. A. Taylor.
	1904.	1903.
Chairman of the board	J. Rogers Maxwell	J. Rogers Maxwell.
President	Geo. F. Baer	Geo. F. Baer.
Vice-president and gen'l counsel	R. W. de Forest	R. W. de Forest.
Vice-president and gen'l manager	W. G. Besler	W. G. Besler.
Secretary	G. O. Waterman	Geo. O. Waterman.
Treasurer	G. O. Waterman	Geo. O. Waterman.
General auditor	J. A. Taylor	[d] J. A. Taylor.
	1902.	1901.
Chairman of the board	J. R. Maxwell	
President	Geo. F. Baer	George F. Baer.
Vice-president and gen'l counsel	[a] R. W. de Forest	[a] C. H. Warren.
Vice-president and gen'l manager		
Secretary	G. O. Waterman	G. O. Waterman.
Treasurer	G. O. Waterman	G. O. Waterman.
General auditor	[d] J. A. Taylor	W. W. Stevenson.
	1900.	1899.
Chairman of the board		
President	J. R. Maxwell	J. R. Maxwell.
Vice-president and gen'l counsel	[b] C. H. Warren	[b] C. H. Warren.
Vice-president and gen'l manager	[c] S. M. Williams	[c] S. M. Williams.
Secretary	Samuel Knox	Samuel Knox.
Treasurer	J. W. Watson	J. W. Watson.
General auditor	[c] S. M. Williams	[c] S. M. Williams.

[a] Vice-president only.
[b] First vice-president only.
[c] Second vice-president only.
[d] General auditor and auditor of freight traffic.
[e] Controller.

GOVERNMENT EXHIBIT No. 183—*Officers and directors of Central R. R. Co. of N. J.*—Continued.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Statement showing names of directors and expiration of their terms, as shown in the annual report for the year ending June 30—

1908.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
George F. Baer J. Rogers Maxwell George F. Baker Harris C. Fahnestock H. McK. Twombly Robert W. de Forest Joseph S. Harris Eben B. Thomas Charles Steele	September 25, 1908, or until others are elected in their places.	Geo. F. Baer J. R. Maxwell Geo. F. Baker H. C. Fahnestock H. McK. Twombly Robt. W. de Forest Jos. S. Harris E. B. Thomas Charles Steele	September 20, 1907, or until others are chosen in their places.

1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.
Geo. F. Baer J. R. Maxwell Geo. F. Baker H. C. Fahnestock H. McK. Twombly Henry Graves Jos. S. Harris E. B. Thomas Chas. Steele	September 21, 1906, or until others are chosen in their places.	Geo. F. Baer Geo. F. Baker H. C. Fahnestock J. R. Maxwell Jos. S. Harris E. B. Thomas Charles Steele H. McK. Twombly Henry Graves	September 22, 1905, or until others are elected in their places.

1904		1903.	
Name.	Expiration of term.	Name.	Expiration of term.
Geo. F. Baer J. Rogers Maxwell Geo. F. Baker Harris C. Fahnestock Jno. Lowber Welsh Henry Graves Joseph S. Harris E. B. Thomas Charles Steele	September 23, 1904, or until others are chosen in their stead.	Geo. F. Baer J. R. Maxwell Geo. F. Baker H. C. Fahnestock Joseph S. Harris J. Lowber Welsh E. B. Thomas Chas. Steele Henry Graves	September 25, 1903, or until others are chosen in their stead.

1902.		1901.	
Name	Expiration of term.	Name	Expiration of term.
Geo. F. Baer J. R. Maxwell Geo. F. Baker H. C. Fahnestock J. Lowber Welsh Henry Graves Jos. S. Harris E. B. Thomas Charles Steele	May 9, 1902, or until others are chosen and qualified in their stead.	Geo. F. Baer J. R. Maxwell Geo. F. Baker Harris C. Fahnestock J. Lowber Welsh Henry Graves Jos. S. Harris E. B. Thomas Chas. Steele	May 9, 1902.

1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.
J. R. Maxwell Geo. F. Baker H. C. Fahnestock Jas. A. Garland Henry Graves Chas. Lanier H. W. Maxwell Samuel Sloan Fredk. G. Bourne	May 10, 1901.	Geo. F. Baker Harris C. Fahnestock James A. Garland Henry Graves Chas. Lanier Henry W. Maxwell J. R. Maxwell Samuel Sloan Fredk. G. Bourne	May 11, 1900.

GOVERNMENT EXHIBIT No. 184.

OFFICERS AND DIRECTORS OF LEHIGH VALLEY RAILROAD CO.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the Lehigh Valley Railroad Company as filed with this commission for the years named therein.

In testimony whereof I have hereunto subscribed my name and affixed the seal of the commission this 21st day of December, 1908.

[SEAL.]

EDW. A. MOSELEY,
Secretary.

LEHIGH VALLEY RAILROAD COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—	
	1908.	1907.
Chairman of the board		
President	E. B. Thomas.	E. B. Thomas.
First vice-president	J. A. Middleton.	J. A. Middleton.
Second vice-president	T. N. Jarvis.	T. N. Jarvis.
Secretary	D. G. Baird.	David G. Baird.
Treasurer	W. C. Alderson.	Wm. C. Alderson.
General auditor	G. N. Wilson.	G. N. Wilson.

	1906.	1905.
Chairman of the board		
President	Eben B. Thomas.	E. B. Thomas.
First vice-president	J. A. Middleton.	J. A. Middleton.
Second vice-president	T. N. Jarvis.	J. W. Platten.
Secretary	David G. Baird.	David G. Baird.
Treasurer	Wm. C. Alderson.	Wm. C. Alderson.
General auditor	G. N. Wilson.	G. N. Wilson.

	1904.	1903.
Chairman of the board		
President	Eben B. Thomas.	Eben B. Thomas.
First vice-president	J. A. Middleton.	J. A. Middleton.
Second vice-president	David G. Baird.	David G. Baird.
Secretary	Wm. C. Alderson.	Wm. C. Alderson.
Treasurer	G. N. Wilson.	G. N. Wilson.
General auditor		

	1902.	1901.
Chairman of the board	Eben B. Thomas.	
President	Alfred Walter.	Alfred Walter.
Vice-president		
Second vice-president		John R. Fanshawe.
Secretary	John R. Fanshawe.	Wm. C. Alderson.
Treasurer	Wm. C. Alderson.	Isaac McQuilkin.*
General auditor	Isaac McQuilkin.*	

	1900.	1899.
Chairman of the board		
President	Alfred Walter.	Alfred Walter.
Vice-president	John B. Garrett.	John B. Garrett.
Second vice-president		John R. Fanshawe.
Secretary	John R. Fanshawe.	J. Andrews Harris, jr.
Treasurer	Wm. C. Alderson.	Isaac McQuilkin.*
General auditor	Isaac McQuilkin.*	

*Comptroller.

GOVERNMENT EXHIBIT No. 184.—*Officers and directors of Lehigh Valley R. R. Co.*—Cont'd.

LEHIGH VALLEY RAILROAD COMPANY.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1908.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
Edward T. Stotesbury Geo. H. McFadden Charles Steele Irving A. Stearns Abram Nesbitt Geo. F. Baker Geo. F. Baer Robt. C. Lippincott H. McK. Twombly Edward B. Smith Simon P. Wolverton Alfred C. Harrison	January 19, 1909.	Edward T. Stotesbury Joseph Wharton Geo. H. McFadden Charles Steele Irving A. Stearns Abram Nesbitt George F. Baker George F. Baer Robt. C. Lippincott H. McK. Twombly Edward B. Smith Simon P. Wolverton	January 21, 1908.

1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.
Edward T. Stotesbury Joseph Wharton George H. McFadden Charles Steele Irving A. Stearns Abram Nesbitt George F. Baker George F. Baer Robt. C. Lippincott H. McK. Twombly Edward B. Smith Simon P. Wolverton	Third Tuesday in Jan'y, 1907.	Edward T. Stotesbury Joseph Wharton George H. McFadden Charles Steele Irving A. Stearns Abram Nesbitt George F. Baker George F. Baer Robt. C. Lippincott H. McK. Twombly Edward B. Smith Alexander B. Coxe	Third Tuesday in January, 1906.

1904.		1903.	
Name.	Expiration of term.	Name.	Expiration of term.
Edward T. Stotesbury Joseph Wharton Beauveau Borie Charles Steele Irving A. Stearns Abram Nesbitt George F. Baker George F. Baer Robt. C. Lippincott H. McK. Twombly Norman B. Ream Edward B. Smith	Third Tuesday in Jan'y, 1905.	E. T. Stotesbury Joseph Wharton Beauveau Borie Chas. Steele Irving A. Stearns Abram Nesbitt Geo. F. Baker J. Rogers Maxwell Geo. F. Baer Robt. C. Lippincott H. McK. Twombly Norman B. Ream	January 19, 1904.

GOVERNMENT EXHIBIT No. 184.—*Officers and directors of Lehigh Valley R. R. Co.*—Cont'd.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1902.		1901.	
Name.	Expiration of term.	Name.	Expiration of term.
Edward T. Stotesbury Joseph Wharton Beauveau Borie Charles Steele Irving A. Stearns Abram Nesbitt Eben B. Thomas George F. Baker J. Rogers Maxwell George F. Baer Robt. C. Lippincott H. McK. Twombly	January 20, 1903.	Edward T. Stotesbury Joseph Wharton Beauveau Borie Charles Steele Irving A. Stearns Abram Nesbitt Eben B. Thomas George F. Baker J. Rogers Maxwell George F. Baer Robt. C. Lippincott H. McK. Twombly	January 21, 1902.

1900.		1899.	
Name	Expiration of term.	Name.	Expiration of term.
Chas. Hartshorne Elisha P. Wilbur John D. Garrett Beauveau Borie Jos. Wharton Eugene Delano Edwd. T. Stotesbury Irving A. Stearns Abram Nesbitt Wilson S. Bissell Robt. M. Galloway Chas. Steele	January, 1901.	Charles Hartshorne Elisha P. Wilbur John D. Garrett Beauveau Borie Joseph Wharton Eugene Delano Edward T. Stotesbury Charles H. Coster Justus C. Strawbridge Irving A. Stearns Abram Nesbitt Wilson S. Bissell	January, 1900.

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GOVERNMENT EXHIBIT No. 185.

OFFICERS AND DIRECTORS OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD CO.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the Delaware, Lackawanna & Western Railroad Company as filed with this commission for the years named therein.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of the commission, this 21st day of December, 1908.

[SEAL.]

EDW. A. MOSELEY, *Secretary.*

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—				
	1908.	1907.	1906.	1905.	1904.
Chairman of the board		Samuel Sloan	Samuel Sloan	Samuel Sloan	Samuel Sloan.
President	W. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale.
Vice-president	E. E. Loomis	E. E. Loomis	B. D. Caldwell	B. D. Caldwell	B. D. Caldwell.
Vice-president	B. D. Caldwell	B. D. Caldwell	E. E. Loomis	E. E. Loomis	E. E. Loomis.
Secretary	A. D. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers.
Treasurer	A. D. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers.
General auditor	G. E. Hustis	G. E. Hustis	G. E. Hustis	O. C. Post	O. C. Post.

	1903.	1902.	1901.	1900.	1899.
Chairman of the board	Samuel Sloan	Samuel Sloan	Samuel Sloan	Samuel Sloan	Samuel Sloan.
President	Wm. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale	Wm. H. Truesdale
Vice-president	B. D. Caldwell	B. D. Caldwell			Edwin R. Holden.[a]
Vice-president	E. E. Loomis	E. E. Loomis			Wm. F. Hallstead.[b]
Secretary	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers.
Treasurer	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers	Fred F. Chambers.
General auditor	O. C. Post	O. C. Post	O. C. Post	O. C. Post	O. C. Post.

[a] First vice-president.

[b] Second vice-president.

GOVERNMENT EXHIBIT No. 185.—*Officers and directors of the Delaware, Lackawanna and Western Railroad Co.*—Continued.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1903.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
Eugene Higgins	Next election.[a]	Samuel Sloan	One year from last election.[b]
Wm. Rockefeller		Eugene Higgins	
Henry A. C. Taylor		William Rockefeller	
J. Rogers Maxwell		Henry A. C. Taylor	
Geo. F. Baker		J. Rogers Maxwell	
James Stillman		George F. Baker	
Frank Work		James Stillman	
H. McK. Twombly		Frank Work	
Harris C. Fahnestock		H. McK. Twombly	
Fred[k] W. Vanderbilt		Harris C. Fahnestock	
M. Taylor Pyne		Fred[k] W. Vanderbilt	
John D. Rockefeller, jr.		M. Taylor Pyne	
Wm. H. Moore		John D. Rockefeller, jr.	
William Fahnestock		William H. Moore	

1906.		1908.	
Name.	Expiration of term.	Name.	Expiration of term.
Samuel Sloan	One year from last election.[c]	Samuel Sloan	One year from last election.[d]
Eugene Higgins		Eugene Higgins	
Wm. Rockefeller		William W. Astor	
Henry A. C. Taylor		William Rockefeller	
J. Rogers Maxwell		Henry A. C. Taylor	
George F. Baker		J. Rogers Maxwell	
James Stillman		George F. Baker	
Frank Work		James Stillman	
H. McK. Twombly		Frank Work	
Harris C. Fahnestock		H. McK. Twombly	
Fred[k] W. Vanderbilt		Harris C. Fahnestock	
M. Taylor Pyne		Fred[k] W. Vanderbilt	
John D. Rockefeller, jr.		M. Taylor Pyne	
Henry Graves		John D. Rockefeller, jr.	

1904.		1910.	
Name.	Expiration of term.	Name.	Expiration of term.
Samuel Sloan	One year from last election.[e]	Samuel Sloan	One year from last election.[f]
Eugene Higgins		Eugene Higgins	
William W. Astor		William W. Astor	
William Rockefeller		William Rockefeller	
Henry A. C. Taylor		Henry A. C. Taylor	
J. Rogers Maxwell		J. Rogers Maxwell	
Geo. F. Baker		Geo. F. Baker	
James Stillman		James Stillman	
Frank Work		Frank Work	
Hamilton McK. Twombly		Hamilton McK. Twombly	
Harris C. Fahnestock		Harris C. Fahnestock	
Fred[k] W. Vanderbilt		Fred[k] W. Vanderbilt	
M. Taylor Pyne		M. Taylor Pyne	
John D. Rockefeller, jr.		John D. Rockefeller, jr.	

[a] Date of last meeting of stockholders for election of directors, Feb'y 25, 1903.
[b] Date of last meeting of stockholders for election of directors, Feb'y 13, 1907.
[c] Date of last meeting of stockholders for election of directors, Feb'y 20, 1906.
[d] Date of last meeting of stockholders for election of directors, Feb'y 11, 1908.
[e] Date of last meeting of stockholders for election of directors, Feb'y 22, 1904.
[f] Date of last meeting of stockholders for election of directors, Feb'y 24, 1910.

GOVERNMENT EXHIBIT No. 185.—*Officers and directors of the Delaware, Lackawanna and Western Railroad Co.*—Continued.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1902.		1901.	
Name.	Expiration of term.	Name.	Expiration of term.
Samuel Sloan Eugene Higgins William W. Astor William Rockefeller Henry A. C. Taylor J. Rogers Maxwell George F. Baker James Stillman Frank Work Hamilton McK. Twombly Harris C. Fahnestock Frederick W. Vanderbilt M. Taylor Pyne John D. Rockefeller, jr.	One year from last election.[a]	Samuel Sloan Eugene Higgins William W. Astor William Rockefeller Henry A. C. Taylor J. Rogers Maxwell George F. Baker James Stillman Frank Work Hamilton McK. Twombly Harris C. Fahnestock Frederick W. Vanderbilt M. Taylor Pyne John D. Rockefeller, jr.	One year from last election.[b]

1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.
Eugene Higgins William W. Astor William Rockefeller Henry A. C. Taylor J. Rogers Maxwell George F. Baker James Stillman Frank Work Hamilton McK. Twombly Harris C. Fahnestock Frederick W. Vanderbilt M. Taylor Pyne John D. Rockefeller Samuel Sloan	One year from last election.[c]	John I. Blair Eugene Higgins William W. Astor William Rockefeller Henry A. C. Taylor J. Rogers Maxwell George F. Baker James Stillman Frank Work Hamilton McK. Twombly Harris C. Fahnestock Frederick W. Vanderbilt M. Taylor Pyne John D. Rockefeller, jr.	One year from last election.[d]

[a] Date of last meeting of stockholders for election of directors, Feb'y 25, 1902.
[b] Date of last meeting of stockholders for election of directors, Feb'y 20, 1901.
[c] Date of last meeting of stockholders for election of directors, Feb'y 20, 1900.
[d] Date of last meeting of stockholders for election of directors, Feb'y 21, 1899.

GOVERNMENT EXHIBIT No. 186.

OFFICERS AND DIRECTORS OF ERIE RAILROAD COMPANY.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the Erie Railroad Company as filed with this commission for the years named therein.

In testimony whereof, I have hereunto subscribed my name, and affixed the seal of the commission, this 21 day of Dec., 1908.

[SEAL.]

EDW. A. MOSELEY, *Secretary.*

ERIE RAILROAD COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—				
	1908.	1907.	1906.	1905.	1904.
Chairman of the board					
President	F. D. Underwood	F. D. Underwood	F. D. Underwood	F. D. Underwood	F. D. Underwood.
Vice-president and general solicitor	G. F. Brownell	G. F. Brownell	G. F. Brownell	G. F. Brownell[a]	G. F. Brownell.[a]
Vice-president	G. A. Richardson	G. A. Richardson	G. A. Richardson	G. A. Richardson[b]	G. A. Richardson.[b]
Secretary	David Bosman	David Bosman	David Bosman	David Bosman	David Bosman.
Treasurer	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney.
Comptroller	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt.
	1903.	1902.	1901.	1900.	1899.
Chairman of the board		E. B. Thomas	E. B. Thomas		
President	F. D. Underwood	F. D. Underwood	F. D. Underwood	E. B. Thomas	E. B. Thomas.
First Vice-president	Daniel Willard[c]	G. M. Cummings	G. M. Cummings	G. M. Cummings	G. M. Cummings.
Second Vice-president		J. A. Middleton	J. A. Middleton		W. F. Merrill.
Secretary	G. A. Richardson	J. A. Middleton	J. A. Middleton	J. A. Middleton	J. A. Middleton.
Treasurer	D. W. Bigoney	J. W. Platten	J. W. Platten	A. Donaldson	A. Donaldson.
Comptroller					

[a] First vice-president and general solicitor. [b] Second vice-president. [c] First vice-president and general manager.

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GOVERNMENT EXHIBIT No. 186.—*Officers and directors of Erie Railroad Company*—Continued.

ERIE RAILROAD COMPANY.

Statement showing names of directors and expiration of their terms, as shown in the Annual Report for the year ending June 30—

1908.		1907.		1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.
N. B. Ream	October 13, 1908.	Charles Steele	October —, 1908.	Charles Steele	October 9, 1906.	Charles Steele	October 10, 1906.
E. H. Harriman	Do.	F. D. Underwood	—, 1909.	F. D. Underwood	Do.	F. D. Underwood	Do.
H. McK. Twombly	Do.	J. J. Goodwin	—, 1910.	J. J. Goodwin	Do.	J. J. Goodwin	Do.
Chas. Steele	Do.	E. H. Harriman	—, 1908.	E. H. Harriman	Do.	E. H. Harriman	Do.
Wm. Pearson Hamilton	October 12, 1909.	J. G. McCullough	—, 1907.	J. G. McCullough	Do.	J. G. McCullough	Do.
J. N. Hill	Do.	Ogden Mills	—, 1910.	Darius O. Mills	Do.	Darius O. Mills	Do.
G. A. Richardson	Do.	A. E. Orr	—, 1907.	Alexander E. Orr	Do.	Alexander E. Orr	Do.
F. D. Underwood	Do.	F. L. Stetson	—, 1910.	Robert Bacon	Do.	Robert Bacon	Do.
J. J. Goodwin	October 11, 1910.	N. B. Ream	—, 1908.	Samuel Spencer	Do.	Samuel Spencer	Do.
Ogden Mills	Do.	J. N. Hill	—, 1909.	F. L. Stetson	Do.	F. L. Stetson	Do.
F. L. Stetson	Do.	H. McK. Twombly	—, 1908.	Geo. F. Baker	Do.	Geo. F. Baker	Do.
L. L. Stanton	Do.	W. C. Lane	—, 1907.	Norman B. Ream	Do.	Norman B. Ream	Do.
J. G. McCullough	October 10, 1911.	L. L. Stanton	—, 1910.	J. J. Hill	Do.	J. J. Hill	Do.
A. E. Orr	Do.	G. F. Baker	—, 1907.	H. McK. Twombly	Do.	W. McK. Twombly	Do.
W. C. Lane	Do.	W. P. Hamilton	—, 1909.	William C. Lane	Do.	Wm. C. Lane	Do.
H. F. Baker	Do.	G. A. Richardson	—, 1909.	L. L. Stanton	Do.	L. L. Stanton	Do.

1904.		1903.		1902.	
Name.	Expiration of term.	Name.	Exptration of term.	Name.	Expiration of term.
Charles Steele	October 11, 1904.	Charles Steele	October 13, 1903.	Robert Bacon	October 9, 1902.
F. D. Underwood	Do.	F. D. Underwood	Do.	James J. Goodwin	Do.
J. J. Goodwin	Do.	J. J. Goodwin	Do.	Abram S. Hewitt	Do.
E. H. Harriman	Do.	J. G. McCullough	Do.	James J. Hill	Do.
J. G. McCullough	Do.	Darius O. Mills	Do.	J. G. McCullough	Do.
Darius O. Mills	Do.	Alexander E. Orr	Do.	Darius O. Mills	Do.
A. E. Orr	Do.	Robert Bacon	Do.	Alexander E. Orr	Do.
Robert Bacon	Do.	Samuel Spencer	Do.	Norman B. Ream	Do.
Samuel Spencer	Do.	F. L. Stetson	Do.	Samuel Spencer	Do.
F. L. Stetson	Do.	E. B. Thomas	Do.	Charles Steele	Do.
J. Lowber Welsh	Do.	J. Lowber Welsh	Do.	Francis Lynde Stetson	Do.
N. B. Ream	Do.	Norman B. Ream	Do.	E. B. Thomas	Do.
J. J. Hill	Do.	J. J. Hill	Do.	H. McK. Twombly	Do.
H. McK. Twombly	Do.	H. McK. Twombly	Do.	F. D. Underwood	Do.
Wm. C. Lane	Do.			J. Lowber Welsh	Do.
L. L. Stanton	Do.				

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1901.		1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.
Charles Steele	October 8, 1901.	E. B. Thomas	October 12, 1900.	E. B. Thomas	October 12, 1899.
F. D. Underwood	Do.	Chas. Steele	Do.	C. H. Coster	Do.
J. J. Goodwin	Do.	Samuel Spencer	Do.	Samuel Spencer	Do.
Abram S. Hewitt	Do.	J. G. McCullough	Do.	J. G. McCullough	Do.
J. G. McCullough	Do.	Francis L. Stetson	Do.	Francis L. Stetson	Do.
Darius O. Mills	Do.	S. E. Williamson	Do.	S. E. Williamson	Do.
Alexander E. Orr	Do.	R. M. Gallaway	Do.	Jas. Gallaway	Do.
Robert Bacon	Do.	Alexander E. Orr	Do.	Alexander E. Orr	Do.
Samuel Spencer	Do.	Abram S. Hewitt	Do.	Abram S. Hewitt	Do.
Francis Lynde Stetson	Do.	J. J. Goodwin	Do.	J. J. Goodwin	Do.
E. B. Thomas	Do.	D. O. Mills	Do.	D. O. Mills	Do.
J. Lowber Welsh	Do.	Geo. W. Quintard	Do.	Geo. W. Quintard	Do.
Norman B. Ream	Do.	J. Lowber Welsh	Do.	J. Lowber Welsh	Do.
J. J. Hill	Do.				
(One vacancy.)					

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GOVERNMENT EXHIBIT No. 187.

OFFICERS AND DIRECTORS OF NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

I, Edward A. Moseley, Secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the New York, Susquehanna & Western Railroad Company as filed with this Commission for the years named therein.

In testimony whereof I have hereunto subscribed my name and affixed the seal of the commission this 21st day of December, 1908.

[SEAL.]

EDW. A. MOSELEY, *Secretary.*

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—				
	1908.	1907.	1906.	1905.	1904.
Chairman of the board					
President	F. D. Underwood	F. D. Underwood	F. D. Underwood	F. D. Underwood	F. D. Underwood
Vice-president	G. F. Brownell	Geo. F. Brownell [a]	G. F. Brownell	G. F. Brownell [b]	G. F. Brownell [b]
Vice-president	G. A. Richardson	G. A. Richardson	G. A. Richardson	G. A. Richardson [c]	G. A. Richardson [c]
Secretary	David Bosman	David Bosman	David Bosman	David Bosman	David Bosman
Treasurer	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney	D. W. Bigoney
Comptroller	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt	M. P. Blauvelt

	1903.	1902.	1901.	1900.	1899.
Chairman of the board		E. B. Thomas	E. B. Thomas		
President	F. D. Underwood	F. D. Underwood	F. D. Underwood	E. B. Thomas	E. B. Thomas
First vice-president	D. Willard	Geo. M. Cumming	G. M. Cumming	G. M. Cumming [f]	G. M. Cumming
Second vice-president		J. A. Middleton	J. A. Middleton		W. F. Merrill
Secretary	G. A. Richardson	J. A. Middleton	J. A. Middleton	J. A. Middleton	J. A. Middleton
Treasurer	D. W. Bigoney	J. W. Platten	J. W. Platten	A. Donaldson	A. Donaldson
Comptroller	M. P. Blauvelt [d]	J. T. Wann [e]	J. T. Wann [b]	J. T. Wann [e]	J. T. Wann [e]

[a] Also general solicitor.
[b] First vice-president.
[c] Second vice-president.
[d] General auditor.
[e] Auditor.
[f] Vice-president.

GOVERNMENT EXHIBIT No. 187.—*Officers and directors of New York, Susquehanna and Western Railroad Co.*—Continued.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Statement showing names of directors and expiration of their terms, as shown in the annual report for the year ending June 30—

1908.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
E. H. Harriman W. P. Hamilton C. J. Lawrence Chas. Steele G. A. Richardson G. F. Brownell F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin J. G. McCullough J. C. Stuart	Sept. 3rd, 1908.	E. H. Harriman W. P. Hamilton C. J. Lawrence Chas. Steele G. A. Richardson G. F. Brownell Samuel Spencer F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin J. G. McCullough J. C. Stuart	First Tuesday, Sept., 1907.

1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.
A. L. Hopkins W. L. Bull C. J. Lawrence Charles Steele G. A. Richardson G. F. Brownell Samuel Spencer F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin J. G. McCullough	First Thursday, September, 1906.	A. L. Hopkins W. L. Bull C. J. Lawrence Chas. Steele G. A. Richardson G. T. Brownell Samuel Spencer F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin J. G. McCullough	First Thursday, Sept., 1905.

1904.		1903.	
Name.	Expiration of term.	Name.	Expiration of term.
A. L. Hopkins W. L. Bull C. J. Lawrence Charles Steele G. A. Richardson G. F. Brownell Samuel Spencer F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin J. G. McCullough	First Thursday, September, 1904.	A. L. Hopkins W. L. Bull C. J. Lawrence Chas. Steele G. A. Richardson D. Willard J. G. McCullough Sam'l Spencer F. L. Stetson Norman B. Ream F. D. Underwood W. H. Corbin J. J. Goodwin	First Thursday, Sept., 1903.

GOVERNMENT EXHIBIT No. 187.—*Officers and directors of New York, Susquehannna and Western Railroad Co.*—Continued.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1902.		1901.	
Name.	Expiration of term.	Name.	Expiration of term.
A. L. Hopkins W. L. Bull C. J. Lawrence Chas. Steele E. B. Thomas G. M. Cumming J. G. McCullough Samuel Spencer F. L. Stetson A. S. Hewitt F. D. Underwood W. H. Corbin J. J. Goodwin	First Thursday, Sept., 1902.	A. L. Hopkins W. L. Bull C. J. Lawrence Charles Steele E. B. Thomas G. M. Cumming J. G. McCullough Samuel Spencer F. L. Stetson A. S. Hewitt F. D. Underwood W. H. Corbin J. J. Goodwin	First Thursday, Sept., 1901.

1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.
A. L. Hopkins W. L. Bull C. J. Lawrence Charles Steele E. B. Thomas G. M. Cumming J. G. McCullough Samuel Spencer F. L. Stetson A. S. Hewitt Robert M. Gallaway W. H. Corbin	First Thursday, Sept., '00.	A. L. Hopkins W. L. Bull C. J. Lawrence C. H. Coster E. B. Thomas G. M. Cumming J. G. McCullough Samuel Spencer F. L. Stetson A. S. Hewitt R. M. Gallaway W. H. Corbin	First Thursday, Sept., 1899. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do.

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GOVERNMENT EXHIBIT No. 188.

OFFICERS AND DIRECTORS OF THE DELAWARE AND HUDSON COMPANY.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of The Delaware & Hudson Company as filed with ths commission for the years named therein.

In testimony whereof I have hereunto subscribed my name and affixed the seal of the commission this 21st day of Dec., 1908.

[SEAL.]

EDW. A. MOSELEY, *Secretary.*

THE DELAWARE AND HUDSON COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—				
	1908.	1907.	1906.	1905.	1904.
Chairman of the board		R. M. Olyphant[a]	R. M. Olyphant[a]	R. M. Olyphant[a]	R. M. Olyphant[a].
President	L. F. Loree	L. F. Loree	David Willcox	David Willcox	David Willcox.
First vice-president	Charles A. Peabody	Charles A. Peabody[b]	Alexander E. Orr[b]	Alexander E. Orr	Alexander E. Orr.[b]
Second vice-president	C. S. Sims	Clifford S. Sims	Abel I. Culver	Abel I. Culver	Abel I. Culver.
Secretary	F. Murray Olyphant	F. Murray Olyphant	F. Murray Olyphant	F. Murray Olyphant	F. Murray Olyphant.
Treasurer	Charles A. Walker	Charles A. Walker	Charles A. Walker	Charles A. Walker	Charles A. Walker.
Comptroller	W. H. Davies	L. H. Stewart	L. H. Stewart	L. H. Stewart	L. H. Stewart.

	1903.	1902.	1901.	1900.	1899.
Chairman of the board					
President	David Willcox	R. M. Olyphant	R. M. Olyphant	R. M. Olyphant	R. M. Olyphant.
First vice-president	Alexander E. Orr[b]	David Willcox[b]	David Willcox[b]	James Roosevelt[b]	James Roosevelt.[b]
Second vice-president	(c)	Horace G. Young	Horace G. Young	Horace G. Young	Horace G. Young.
Secretary	(c)	F. M. Olyphant	F. M. Olyphant	F. M. Olyphant	F. M. Olyphant.
Treasurer	(c)	C. A. Walker	C. A. Walker	C. A. Walker	C. A. Walker.
Comptroller	(c)	Abel I. Culver	C. A. Walker	C. A. Walker	C. A. Walker.

[a] Chairman of executive committee.
[b] Vice-president.
[c] Page of the report calling for "Officers" bears the following statement: "the report for year ending June 30, 1903," as applying to certain officers.

GOVERNMENT EXHIBIT No. 188.—*Officers and Directors of the Delaware and Hudson Company*—Continued.

THE DELAWARE AND HUDSON COMPANY.

Statement showing names of directors and expiration of their terms, as shown in the annual report for the year ending June 30—

1908.		1907.		1906.		1905.		1904.	
Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.
Robert M. Olyphant....	Second Tuesday in May, 1909.	Robert M. Olyphant...	Second Tuesday in May, 1908.	Robert M. Olyphant...	Second Tuesday in May, 1907.	Robert M. Olyphant...	Second Tuesday in May, 1906.	Robert M. Olyphant...	Second Tuesday in May, 1905.
Chauncey M. Depew....		Chauncey M. Depew...		Alexander E. Orr.....		Alexander E. Orr.....		Alexander E. Orr.....	
John Jacob Astor.....		John Jacob Astor.....		Chauncey M. Depew...		Chauncey M. Depew...		Chauncey M. Depew...	
R. Suydam Grant.....		R. Suydam Grant.....		John Jacob Astor.....		James W. Alexander...		James W. Alexander...	
George I. Wilber.....		George I. Wilber.....		Frederic Cromwell.....		John Jacob Astor.....		John Jacob Astor.....	
Charles A. Peabody....		Charles A. Peabody....		David Willcox.....		Frederic Cromwell.....		R. Somers Hayes.....	
Edward H. Harriman...		Edward H. Harriman...		R. Suydam Grant.....		David Willcox.....		Frederic Cromwell.....	
William S. Opdyke.....		William S. Opdyke.....		George I. Wilber.....		R. Suydam Grant.....		David Willcox.....	
Dumont Clarke.....		Dumont Clarke.....		Charles A. Peabody...		George I. Wilber.....		R. Suydam Grant.....	
James A. Linen.....		James A. Linen.....		Edward H. Harriman..		Charles A. Peabody...		George I. Wilber.....	
L. F. Loree.....		L. F. Loree.....		William S. Opdyke....		Edward H. Harriman..		Charles A. Peabody....	
J. Rogers Maxwell.....		J. Rogers Maxwell.....		James A. Linen.....		James H. Hyde.....		Edward H. Harriman..	
Cornelius Vanderbilt...		Cornelius Vanderbilt...		Dumont Clarke.....		William S. Opdyke....		James H. Hyde.....	

1903.		1902.		1901.		1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.	Name.	Expiration of term.
"Same as in report for year ending June 30, 1902, with omission of names of Messrs. Tillinghast & Young and addition of name of Edward H. Harriman, New York City."	Second Tuesday in May, 1904.	Robert M. Olyphant...	Second Tuesday in May, 1903.	Robert M. Olyphant...	Second Tuesday in May, 1902.	James Roosevelt.....	Second Tuesday in May, 1901.	James Roosevelt.....	Second Tuesday in May, 1900.
		Wm. H. Tillinghast....		Wm. H. Tillinghast....		R. M. Olyphant.....		R. M. Olyphant.....	
		Alexander E. Orr.....		Alfred Van Santvoord .		Wm. H. Tillinghast....		Wm. H. Tillinghast....	
		Chauncey M. Depew...		Alexander E. Orr.....		Alfred Van Santvoord .		Alfred Van Santvoord .	
		James W. Alexander...		Chauncey M. Depew...		Alexander E. Orr.....		Alexander E. Orr.....	
		Horace G. Young.....		James W. Alexander...		Chauncey M. Depew...		Chauncey M. Depew...	
		John Jacob Astor.....		Horace G. Young.....		James W. Alexander...		James W. Alexander...	
		R. Somers Hayes.....		John Jacob Astor.....		James R. Taylor.....		James R. Taylor.....	
		Frederic Cromwell.....		R. Somers Hayes.....		Horace G. Young.....		Horace G. Young.....	
		David Willcox.....		Frederic Cromwell.....		John Jacob Astor.....		R. Somers Hayes.....	
		R. Suydam Grant.....		David Willcox.....		R. Somers Hayes.....		John Jacob Astor.....	
		George I. Wilber.....		R. Suydam Grant.....		Frederic Cromwell.....		Frederic Cromwell.....	
		Charles A. Peabody....		Geo. I. Wilber.....		David Willcox.....		David Willcox.....	

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GOVERNMENT EXHIBIT No. 189.

OFFICERS AND DIRECTORS OF NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

I, Edward A. Moseley, secretary of the Interstate Commerce Commission, do hereby certify that the statements hereto attached have been compiled from the original reports of the New York, Ontario & Western Railway Company as filed with this Commission for the years named therein.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of the Commission, this 21st day of Dec., 1908.

[SEAL.]

EDW. A. MOSELEY, *Secretary.*

NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

Title of officer.	Names of certain officers as shown in the annual report for the year ending June 30—				
	1908.	1907.	1906.	1905.	1904.
Chairman of the board					Thomas P. Fowler.
President	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler.
Vice-president	John B. Kerr	John B. Kerr	John B. Kerr	John B. Kerr	John B. Kerr.
Vice-president	James E. Childs	James E. Childs	James E. Childs	James E. Childs	Joseph Price.
Secretary	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard.
Treasurer	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard.
Comptroller					

	1903.	1902.	1901.	1900.	1899.
Chairman of the board					Thomas P. Fowler.
President	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler	Thomas P. Fowler.
Vice-president	John B. Kerr	John B. Kerr	John B. Kerr	John B. Kerr	John B. Kerr.
Vice-president	Joseph Price	Joseph Price	Joseph Price	Joseph Price	Joseph Price.
Secretary	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard.
Treasurer	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard	Richard D. Rickard.
Comptroller					

GOVERNMENT EXHIBIT No. 189.—*Officers and directors of New York, Ontario and Western Railway Company*—Continued.

NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1908.		1907.	
Name.	Expiration of term.	Name.	Expiration of term.
D. Newton Barney Charles F. Brooker Frank W. Cheney James E. Childs Thomas P. Fowler John B. Kerr Charles S. Mellen George M. Miller J. Pierpont Morgan William Rockefeller Grant B. Schley William Skinner Charles S. Whelen	Election of successors.	D. Newton Barney Chas. F. Brooker Frank W. Cheney James E. Childs Thomas P. Fowler John B. Kerr Chas. S. Mellen George M. Miller J. Pierpont Morgan William Rockefeller Grant B. Schley William Skinner Chas. S. Whelen	Election of successors.

1906.		1905.	
Name.	Expiration of term.	Name.	Expiration of term.
D. Newton Barney Chas. F. Brooker Frank W. Cheney James E. Childs Thomas P. Fowler John B. Kerr Chas. S. Mellen Geo. M. Miller J. Pierpont Morgan William Rockefeller Grant B. Schley William Skinner Charles S. Whelen	Election of successors.	D. Newton Barney Chas. F. Brooker Frank W. Cheney James E. Childs Thomas P. Fowler John B. Kerr Chas. S. Mellen George M. Miller J. Pierpont Morgan William Rockefeller Grant B. Schley William Skinner Chas. S. Whelen	September 27, 1905.

1904.		1903.	
Name.	Expiration of term.	Name.	Expiration of term.
O. D. Ashley C. Ledyard Blair Henry W. Cannon Francis R. Culbert Chauncey M. Depew Thomas P. Fowler Gerald L. Hoyt John B. Kerr Joseph Price Harry Pearson Albert S. Roe Grant B. Schley Charles S. Whelen	September 28, 1904.	O. D. Ashley C. Ledyard Blair Henry W. Cannon Francis R. Culbert Chauncey M. Depew Thomas P. Fowler Gerald L. Hoyt John B. Kerr Joseph Price Harry Pearson Albert S. Roe Grant B. Schley Chas. S. Whelen	September 29, 1903.

GOVERNMENT EXHIBIT No. 189.—*Officers and directors of New York, Ontario and Western Railway Company*—Continued.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1902.		1901.	
Name.	Expiration of term.	Name.	Expiration of term.
Thomas P. Fowler C. Ledyard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 24, 1902.	Thomas P. Fowler C. Ledyard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 25, 1901.
1900.		1899.	
Name.	Expiration of term.	Name.	Expiration of term.
Thomas P. Fowler C. Ledyard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 26, 1900.	Thomas P. Fowler C. Ledyard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 27, 1899.

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GOVERNMENT EXHIBIT No. 189.—*Officers and directors of New York, Ontario and Western Railway Company*—Continued.

Statement showing names of directors and expiration of their terms as shown in the annual report for the year ending June 30—

1902.		1901.	
Name.	Expiration of term.	Name.	Expiration of term.
Thomas P. Fowler C. Leydard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 24, 1902.	Thomas P. Fowler C. Leydard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 25, 1901.
1900.		**1899.**	
Name.	Expiration of term.	Name.	Expiration of term.
Thomas P. Fowler C. Leydard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 26, 1900.	Thomas P. Fowler C. Leydard Blair Henry W. Cannon Francis R. Culbert Gerald L. Hoyt John B. Kerr Harry Pearson Joseph Price Albert S. Roe Charles S. Whelen Chauncey M. Depew O. D. Ashley Grant B. Schley	September 27, 1899.

GOVERNMENT EXHIBIT No. 190.

In Chancery of New Jersey.

Between

THE STATE OF NEW JERSEY, ON THE INFORMATION of John P. Stockton, attorney-general, informant,

and

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY, the Port Reading Railroad Company, and the Philadelphia and Reading Railroad Company, defendants.

} On information

The separate answer of the defendant, The Central Railroad Company of New Jersey, to the information of John P. Stockton, attorney-general of the State of New Jersey, on behalf of the said State.

The Central Railroad Company of New Jersey, answering the information of John P. Stockton, attorney-general, or so much thereof as it is advised it is material or necessary for it to make answer unto, answering says:

1. It alleges that it is a corporation organized and existing under the following acts of the legislature of the State of New Jersey, and is possessed of all the power and authority conferred upon it as a railroad corporation, either by virtue of said acts or by the general laws of the State of New Jersey applicable to it, or otherwise. Said acts to which it refers as part of this answer are as follows:

An act to incorporate The Somerville and Easton Railroad Company, approved February 26, 1847;

A supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved February 22, 1849.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved March 17, 1854.

Supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," approved March 23, 1859.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved February 23, 1860.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved February 23, 1863.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved March 11, 1863.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved April 5, 1865.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved April 6, 1865.

GOVERNMENT EXHIBIT No. 190.—*Answer of Cent. R. R. of N. J., case of Stockton v. Cent. R. R. of N. J. et al.*—Continued.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847; approved March 5, 1866.

An act respecting "The Central Railroad Company of New Jersey" nd "The Newark and New York Railroad Company;" approved March 17, 1870.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company;" passed February 26, 1847; approved March 28, 1872.

A further supplement to an act entitled "An act to incorporate The Somerville and Easton Railroad Company," passed February 26, 1847, approved March 21, 1874.

It admits all the allegations contained in the clauses of said information numbered from 1 to 9, inclusive, respecting the enactment of said acts, its acceptance thereof, the issuance of its stock, and the construction and operation of its railroad pursuant to the powers conferred upon it thereby and otherwise, but denies that the legal effect of said acts is as alleged.

2. It further admits that one purpose for which it was originally organized was to construct and operate a railroad from Phillipsburg, on the river Delaware, to a point at or south of Jersey City, on the waters of the Hudson or New York Bay, and to the waters of Kill von Kull or Sound, on the eastern boundary of the State of New Jersey, at or near the city of Elizabeth, and to transport freight and passengers thereon, and to carry on such business of transportation over the said road and the branches thereof authorized by the statute creating it and the supplements thereto, and that the said railroad was constructed by the said railroad company in the due exercise of its lawful corporate powers. It denies, however, that it has not been authorized and empowered and could not lawfully use its corporate franchises, powers, and privileges for any other purpose or business than those immediately hereinbefore stated, or that it has been prohibited by necessary implication from carrying on or from using its capital stock or corporate funds for carrying on any other business whatever than the transportation of passengers and freight in the manner stated in clause 9 of the information, or that it had no power whatever of alienating any of its corporate property, railroad, franchises, powers, or privileges, except by way of mortgaging for the purpose of raising funds for the purpose of the construction of the railroad and branches in said paragraph specified.

On the contrary, it alleges that since its original organization the purpose and scope of its existence has been repeatedly enlarged both by special and general laws, and that by virtue of the powers given to it by the supplement of March 17, 1854, "to purchase or lease or operate any railroad which may connect with or intersect its road, or to guarantee the bonds of such company, or to consolidate the stock of such company with its own on terms to be mutually agreed upon," which railroad "so purchased or consolidated should be and become a part of its road, and in its further construction and completion, maintenance, use, and enjoyment should be regarded and governed by the provisions of the charter of the Central Railroad Company of

New Jersey and its supplements," and the power given to it by the same supplement to erect wharves, docks, or piers in Elizabeth "as far in the sound or bay as may be necessary for the purpose of facilitating the transshipment of coal," and "to have and to hold whatever wharves, piers, lands or land, steamboats, sailing vessels, and other facilities in the city of New York or elsewhere as may be necessary for the management of its business," and by virtue of the powers granted by the supplement of March 21, 1874, "to guarantee the payment of the bonds of any coal company or companies owning or working coal lands along the line of or adjacent to any of the railroads, branches, or works in the State of Pennsylvania held by lease and in which lands the Central Railroad Company of New Jersey may or may not have an interest," as well as by the other powers conferred upon it as a railroad corporation, it was and is authorized to purchase, lease, or operate any railroad which may connect with or intersect its road, whether within or without the State of New Jersey, and to become in connection with its leased or operated railroads and their connections a through line over which traffic could be exchanged between points in New Jersey and points on or reached by way of its railroads in other States, and particularly that it should become a through line for the transportation of coal between the coal fields of Pennsylvania and the harbor of New York.

And it alleges that unless it had increased the transportation facilities afforded by it to the people of the State of New Jersey by purchasing and leasing other railroads and by furnishing railroad connections to adjacent States, and particularly by providing means for the transportation of coal from the coal regions of Pennsylvania to places in the State of New Jersey, it would not have fulfilled its entire duty to the State of New Jersey or to the inhabitants thereof, and would not have accomplished the enlarged purpose of the organization, and the real objects of the supplements referred to.

3. It admits, as is alleged in clause 9 of the information, that it entered into an indenture of lease with the Lehigh Coal and Navigation Company, a corporation created by the State of Pennsylvania, by which it leased the railroad of said company in the State of Pennsylvania, which connected with its railroad at Phillipsburg; but it denies that such lease was without authority of law and in violation of its charter, or that it was illegal and void and an unwarrantable use of its corporate powers and privileges.

It alleges, on the contrary, that said railroad of the Lehigh Coal and Navigation Company was a railroad connecting with its road, which it had authority to purchase, lease, or operate, and that its authority to lease this particular road has never been called in question during the twenty-one years which have elapsed since it was executed, and has been uniformly recognized by the State of New Jersey, particularly by the Supplement approved March 21, 1874, hereinbefore referred to, the recital of which reads as follows:

"Whereas The Central Railroad Company of New Jersey are the lessees, in perpetuity, of the railroad, branch, and works of the Lehigh Coal and Navigation Company, in the State of Pennsylvania, and in order to secure a paying business of their said railroad and works

it may be advisable and necessary that the said The Central Railroad Company of New Jersey should guarantee the payment of such bonds as may be issued from time to time by companies owning or working coal lands adjacent to any of the said roads or works," and the enacting clause of which authorizes it "to guarantee the bonds of any coal company or companies owning or working coal lands along the line of or adjacent to any of the railroads, branches, or works in the State of Pennsylvania so held by lease by said company and in which lands the said company may or may not have an interest."

4. It admits, as is alleged in clause 10 of the information, the purchase by it of certain rolling stock, equipment, locomotive engines, passenger and freight cars from the Lehigh Coal and Navigation Company at the time of said lease, and payment therefor by the assumption of bon[illegible] of the Lehigh Coal and Navigation Company of a par value of $2,510,000; but it denies that such purchase was unauthorized by its charter, or a diversion of any part of its capital from authorized uses and purposes, alleging, on the contrary, that such rolling stock was necessary in order to enable it to operate its own and its leased roads and to perform its duty to its stockholders and to the public.

5. It denies each and every allegation of clause 11 of the information respecting its purchase or ownership of coal lands, its expenditure of any money therefor, its organization of any coal company to hold the same, its issuance of any bonds of any such coal company, and its entering into or conducting the business of mining or selling or producing coal, and alleges that its relation to the Lehigh and Wilkesbarre Coal Company and its interest therein are as follows:

At or about the time of its lease of the railroad of the Lehigh Coal and Navigation Company, and in order to secure a paying business not only for its leased roads in the State of Pennsylvania, but for its own roads in the State of New Jersey, and to secure for itself a permanent supply of fuel, it became advisable and necessary for it to own an interest in the stock of the Lehigh and Wilkesbarre Coal Company, a coal company owning and working coal lands along the line of its leased railroads in Pennsylvania.

A controlling reason why it became advisable and necessary to acquire this interest was lest other railroad companies, by directly or indirectly acquiring such interest, might divert the transportation of coal from the mines of the Lehigh and Wilkesbarre Company to other lines and thereby prevent it from transporting such coal on favorable terms to the inhabitants of the State of New Jersey on its lines and others.

Previous to the passage of the said supplement of March 21, 1874, which distinctly recognized the fact that it might lawfully have an interest in coal companies owning or working such coal lands in the State of Pennsylvania, it had acquired a majority of the stock of the Lehigh and Wilkesbarre Coal Company. This stock it has continued to hold. Its ownership of said stock has been known to the legislative, executive, and judicial departments of the State of New Jersey and the inhabitants thereof, and has been universally acquiesced in and approved. Said stock constituted a portion of its assets at

the time it was declared insolvent, in 1877, and was delivered over as such to the receiver of its property then appointed by the Court of Chancery of the State of New Jersey in the suit wherein the Lehigh Coal and Navigation Company was complainant and it was defendant. Said stock was a part of the property ordered to be delivered back to it by such receiver pursuant to decree of the Court of Chancery in said suit on termination of the receivership in 1882. Said stock constituted a portion of its assets included in its adjustment mortgage made on May 1, 1878, to John S. Kennedy, John Edgar Johnson, and Jacob D. Vermilye, trustees, the execution of which was part of the plan of reorganization carried out by permission of said Court of Chancery in 1878; and said stock forms part of the securities pledged to secure its general mortgage made to the Central Trust Company on July 1, 1887, by permission and with the approval of the United States Circuit Court of the District of New Jersey, pursuant to a plan of reorganization carried into effect in that year by the officers of the company, with the recommendation for the receiver appointed by said court on October 15, 1886. Said mortgages were at or about the time of their date duly and publicly recorded in the office of the secretary of state and in the proper county clerk's and register's offices in the State of New Jersey.

It also, after the passage of said supplement of March 21, 1874, guaranteed the payment of bonds of the Lehigh and Wilkesbarre Coal Company, a company owning or working coal lands along the line of its leased railroad, branches, or works in the State of Pennsylvania.

It denies each and every allegation of clause 11 of the information not hereinbefore admitted or alleged to be true.

6. It admits the execution and delivery by it, on or about May 29, 1883, of an instrument constituting a lease of certain property therein described, and a conveyance of other property therein also described to the Philadelphia and Reading Railroad Company and delivery of possession thereunder substantially as alleged in the paragraph of the information numbered 12; and that Alfred Mills and John H. Lidgerwood, executors of Stephen Vail, deceased, filed their bill of complaint in this court, praying to have said instrument decreed to be null and void, and that in said suit a decree was made by the chancellor substantially as alleged in the information.

It, however, avers that an appeal was taken from the said decree to the Court of Errors and Appeals by both the Philadelphia and Reading Railroad Company and the Central Railroad Company of New Jersey, and that on the eighteenth day of December, 1886, an order was made by said court of the purport and to the effect following, to wit: After stating and naming the parties to the said suit, it recites that "it appearing to the court that the appeal in the above-stated cause was taken by B. Williamson, esq., as solicitor and of counsel with the above-named appellants, and that since the taking of such appeal the relations between the above-named appellants have changed, and due and legal notice having been given to the solicitor of the above-named respondents of the making of this application and order, and now, by and with the consent of said B. Williamson, solicitor of said appellants, it is, on this eighteenth day of December, A. D. eighteen hundred and

eighty-six, ordered that there be a severance of the appellants in the above-stated appeal, and that A. G. Richey & Son, be, and they are hereby, substituted as counsel for the said appellants, The Philadelphia and Reading Railroad Company, in the room and place of the said B. Williamson, and that the said appellant, The Philadelphia and Reading Railroad Company, have leave to discontinue the further prosecution of said appeal on their part and behalf without prejudice to the right of the said appellant, The Central Railroad Company of New Jersey, or to the prosecution of said appeal on the part of the last-named appellant."

That on the twentieth day of December, 1886, on motion by the solicitor of the appellants in the above-stated cause, another order was made by the said court of the tenor and to the effect following: That the Philadelphia and Reading Railroad Company having withdrawn their appeal, the Central Railroad Company of New Jersey, appellant, and Mills and Lidgerwood, surviving executors, &c., respondents, assenting thereto, and it being represented to the court that since the decree of the Court of Chancery, the rights and interests of the said respondents, and of the appellants, the Central Railroad Company of New Jersey, have so changed that the objects of the suit to wit, the possession of the roads and property of the Central Railroad Company of New Jersey, are about to be obtained by reason of an order of the Circuit Court of the United States for the Eastern District of Pennsylvania, made on the sixth day of April, eighteen hundred and eighty-six, and the said The Central Railroad Company of New Jersey and the respondents having entered into an agreement to the effect that upon payment of the costs and disbursements of the respondents in prosecuting their suit in chancery and in this court, an order of this court may be made remitting the record to the Court of Chancery, with a view to have the said decree of the Court of Chancery opened and the said suit dismissed. Mr. H. C. Pitney, solicitor and counsel of the respondents, consenting, it is now, on this eighteenth day of December, eighteen hundred and eighty-six, ordered by the court that the said record be remitted to the Court of Chancery, to the end that the chancellor may carry out the said agreement of the parties as herein expressed, and may take such proceeding for that purpose as may be required by the rules and practice."

That on the twentieth day of December, 1886, on motion of the solicitor and counsel of the Central Railroad Company of New Jersey, a decree of the Court of Chancery was made in the said suit of Mills and Lidgerwood, surviving executors, against the Central Railroad Company of New Jersey and others, of the purport and to the effect following, to wit: "It appearing that the said The Central Railroad Company of New Jersey and the Philadelphia and Reading Railroad Company filed an appeal from a decree made in this cause on the third day of June, 1886, to the Court of Errors and Appeals, the court of last resort in all causes; and that the said appeal has been disposed of by the said Court of Appeals, and the proceedings have been remitted to this court by the following order made by the said Court of Errors and of Appeals, to wit:

"The Philadelphia and Reading Railroad Company, appellants, as above, having by leave of the court withdrawn their appeal herein

(the appellants, The Central Railroad Company of New Jersey, and the respondents assenting thereto, the same being without prejudice thereby to either of the parties so consenting), and it being now represented to the court that since the decree of the Court of Chancery, the rights and interests of the said respondents, and of the appellants, The Central Railroad Company of New Jersey, have so changed that the objects of the suit, to wit, the possession of the roads and property of the Central Railroad Company of New Jersey, are about to be obtained by reason of an order of the Circuit Court of the United States for the Eastern District of Pennsylvania, made on the sixth day of April, 1886, and the said Central Railroad Company of New Jersey and the respondents having entered into an agreement to the effect that upon payment of the costs and disbursements of the respondents in prosecuting its suit in chancery and in this court, an order of this court may be made remitting the record to the Court of Chancery, with a view to have the said decree of the Court of Chancery opened and the said suit dismissed.

Mr. H. C. Pitney, solicitor and counsel of the respondents, assenting, it is now, on this eighteenth day of December, eighteen hundred and eighty-six, ordered by the court that the said record be remitted to the Court of Chancery, to the end that the chancellor may carry out the said agreement of the parties as herein expressed and to take such proceedings for that purpose as may be required by the rules and practice of the Court of Chancery."

"It is thereupon on this twentieth day of December, eighteen hundred and eighty-six, on motion as aforesaid, ordered that the decree of the said Court of Appeals be, and the same is hereby made the decree of this court; and it further ordered, on motion as aforesaid, that the said decree be, and the same is hereby opened to the end that the said suit may be dismissed, or otherwise proceeded in, according to the practice of this court and the said decree of the Court of Appeals.

The defendant refers to said orders and decrees and prays that they may be taken as a part of this answer.

This defendant avers that there was no foundation in the decree of the Court of Chancery in the said suit referred to, for the inference that the said lease in the said proceedings referred to was void between the parties by reason of there being no lawful authority for the execution of the said lease and that there was nothing in the opinion of the chancellor upon which the said decree was made to warrant any such inference, but, on the contrary, the chancellor, in his opinion, assented to the parties having the legal right by statute to execute the lease therein in question and decided nothing else but this, that the lease was voidable by a dissenting stockholder under the particular circumstances of that suit, and that it was upon the ground that the complainants in that suit had not assented to the lease and upon that ground only that a decree was therein made that the lease should be set aside and declared void as between the particular stockholder complainant and the railroad company.

7. As respects the allegations contained in clauses of the Information numbered 13, 19, 20, 26, 27, 32, 33, and 34, relating to the Port Reading Railroad Company and the Port Reading Construction Com-

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pany, their respective organizations and control, and the construction of said railroad company, this defendant has no knowledge except what it has derived from the public records and from information given to it by officers of the Port Reading and Philadelphia and Reading Railroad companies, and therefore prays leave to refer to the answer or answers of the said companies herein, and on information and belief admits, alleges, and denies whatever is there admitted, alleged, and denied. It insists, however, that said Port Reading Railroad Company is a railroad corporation duly organized under the general railroad law of the State of New Jersey and the acts supplementary to or amendatory thereof, and that the said company has all the rights and powers appertaining to a railroad corporation duly organized and existing under the laws of the State of New Jersey, quite irrespective of who are its promoters, who its officers and stockholders, and from what source the moneys for its construction have been provided.

It expressly denies that it or its officers and directors, at the time of the execution of the lease hereinafter mentioned, had any knowledge as to whose property the Port Reading Railroad was, or as to the purpose of its organization and existence, or as to who were its owners, except that they supposed it to have been organized and to be controlled by persons interested in the Philadelphia and Reading Railroad, mainly to secure for the traffic of that railroad access to and from the tide waters of New York Harbor.

8. This defendant admits that on or about February 12, 1892, it executed and delivered an indenture of lease to the said Port Reading Railroad Company, substantially as alleged in the Information; but this defendant prays leave to refer to a copy of said lease for the precise terms thereof; and this defendant further admits that, in performance of said lease, it has delivered to the Port Reading Railroad Company possession of the railroad and other property described therein both within and without the State of New Jersey, but it denies that it has thereby absolutely stripped itself of all the franchises, powers, privileges, and property indispensable in the performance of its duties to the State of New Jersey and to the inhabitants thereof, or that it is absolutely unable to discharge or perform in anywise any of the public duties which it owes to the State of New Jersey and to the inhabitants thereof and to the public, or that it is now absolutely unable to perform any of its corporate duties. It alleges, on the contrary, that by the apt provisions of said lease it has secured the performance of all such duties by the Port Reading Railroad Company, so long as they continue to be fully performed by said company, or by itself in case they should not be so performed by the Port Reading Railroad Company, and by its alliance with the extensive railroad system, known as the Reading Railroad system in connection with said lease, it secures to the State of New Jersey and to its inhabitants and to the public greater railroad facilities and greater extension of these railroad facilities in the future than it could have otherwise obtained.

This defendant further admits that on or about February 12, 1892, it entered into another certain contract and agreement with the Port Reading Railroad Company and The Philadelphia and Reading

Railroad Company, a corporation of the State of Pennsylvania, herein for convenience called the "tripartite agreement," whereby the Philadelphia and Reading Company guaranteed the performance of the covenants of said lease, and entered into certain other covenants intended to insure to the Central Railroad not only all traffic then tributary thereto, but an increase thereof, and this defendant prays leave to refer to a copy of said tripartite agreement for a full statement of its covenants and conditions. This defendant admits that the execution and delivery of said lease was dependent upon the execution and delivery of said tripartite agreement by the Philadelphia and Reading Railroad Company, because except for the traffic thereby secured there would not have been adequate guaranty for the alliance with the Reading system of railroads which this defendant sought to make and for the increased traffic facilities resulting from connection with such system, and through such system with the great railroads extending north, west, and south, an alliance which enures alike to the benefit of the stockholders of the Central Railroad Company of New Jersey and to the inhabitants of the State of New Jersey, and enables it the more fully to carry out the purposes of its organization.

And this defendant denies each and every allegation of those paragraphs of the information, numbered 14, 15, 16, 17, 20, 22, 25, 27, and 28, respecting said lease and tripartite agreement, and respecting the Port Reading Railroad Company and the Philadelphia and Reading Railroad Company, and its relations thereto, except so far as the same are hereinbefore expressly admitted or alleged to be true, and expressly denies that said indenture of lease was, or was intended to be, any cover or means to effect any lease or transfer of the actual exercise and enjoyment of any corporate franchises or property of the Central Railroad Company of New Jersey to the Philadelphia and Reading Railroad Company, or to any other person or corporation, or to effect any lease or transfer to said Philadelphia and Reading Railroad Company, of its equipment or of the carrying on of its business, or of the enjoyment of its franchises, or of the performances of its public duties, or that there was any intention or act on its part, or on the part of any other of the defendants, to transfer its franchises and property to the Philadelphia and Reading Railroad Company, either by said lease to the Port Reading Railroad Company, or by any other instrument.

On the contrary, the intent at the time of the execution of the said papers was and is, and the legal effect thereof is, to demise and let the corporate franchises, powers, privileges, and property of the Central Railroad Company of New Jersey therein described to the Port Reading Railroad Company, also of New Jersey, and to no other person or company whatsoever, and the intent was and is, and the legal effect of the said tripartite contract was and is, in consideration of certain advantages to be received as therein stated by the Philadelphia and Reading Railroad Company, to guarantee to said Central Railroad Company of New Jersey the full and faithful performance of the covenants of the said lease, and to secure to it certain advantages as therein stated, and for no other purpose or intent whatsoever.

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9. The defendant admits, as is alleged in clause 18 of the information, that the Philadelphia and Reading Railroad Company is a corporation of the State of Pennsylvania and that neither its railroad nor the franchises enjoyed in relation thereto are within the State of New Jersey. It alleges, however, that the Philadelphia and Reading Railroad Company is the lawful lessee of the railroad of the Delaware and Bound Brook Railroad Company, a corporation of the State of New Jersey, and of the railroads of other railroad companies of the State of New Jersey, and that by means of various agents resident within the State of New Jersey the said Philadelphia and Reading Railroad Company has been for many years and is now at all times within reach of any process of the State of New Jersey, and the State of New Jersey not only has, and will have for all time, every means of enforcing through its courts the due performance of the public duties owing by the Central Railroad Company of New Jersey to the State, its inhabitants, and the public, both as against the Central Railroad Company of New Jersey itself and against the Port Reading Railroad Company, its lessee, by reason of the jurisdiction which it has over both those companies, but has and will also have the full practical means of enforcing through its courts as against the Philadelphia and Reading Railroad Company any duties, obligations, and liabilities resting upon it.

10. This defendant admits, as is alleged in clause 21 of the information, that there is an act of the legislature of the State of New Jersey, approved April 4, 1871, requiring all contracts or agreements for the sale, letting, leasing, consolidating and merging, or in any manner disposing of or transferring the franchises, privileges, or any part thereof of any New Jersey corporation, to be acknowledged or proved and recorded, substantially as set forth in said information; but it denies that its effect is as alleged, or that by the laws of this State the said lease to the Port Reading Railroad Company is invalid and of no effect. It alleges, on the contrary, that by an act of the legislature of the State of New Jersey, approved March 5, 1873, being chapter 132 of the laws of 1873, it was enacted "That the act entitled 'A supplement to the act entitled "An act to provide for the recording of certain papers in the office of the secretary of state,"'" approved on the fourth day of April, one thousand eight hundred and seventy-one, "shall not be held or construed by any court, or by any officer or person whomsoever, as having rendered or as rendering invalid or of no effect any such contract or agreement as is in said act mentioned, as between the parties to such contract or agreement, nor in favor of or for the benefit of any person or corporation having notice of such contract or agreement, although such contract or agreement has not been or may not be lodged for record or recorded according to the directions of said act; but every such contract or agreement which has not been and which may not hereafter be lodged for record and recorded pursuant to the directions of said act shall, between the parties to such contract or agreement, and as to every person or corporation having notice thereof, have the same force and effect as if such contract or agreement had been lodged for record and recorded pursuant to the directions of said act, and such contracts or agreements may be lodged for record and recorded at

any time and from the time of lodging the same for record shall be considered as duly notified to all persons entitled to notice thereof," and "that said act shall take effect immediately, and that all acts or parts of acts inconsistent therewith should be thereby repealed."

It alleges that said lease to the Port Reading Railroad Company has been duly acknowledged or proved, as conveyances of land in this State are required to be acknowledged or proved, and it alleges that the same has been lodged for record in the office of the secretary of state of New Jersey within thirty days from the date of the execution thereof, and it insists that whether so acknowledged or proved or not, or whether so lodged for record or not, its execution and delivery was notorious and well known to the informant, to all other officers of the State of New Jersey, all of whom had notice thereof, and to the public, and that previous to the filing of the information a copy thereof was furnished to the informant for his official use by counsel for the Central Railroad Company of New Jersey.

And this defendant further expressly denies that the Philadelphia and Reading Railroad Company had no power to make said tripartite agreement or to give the guarantee therein contained, or that the Central Railroad Company of New Jersey had no power to accept or receive the same, or that said tripartite agreement was or is ultra vires and void either on the part of the Philadelphia and Reading Railroad Company or on the part of the Central Railroad Company of New Jersey, and alleges, on the contrary, that each of said companies had ample authority to enter into such agreement, and the same is a valid agreement between them.

11. As respects the allegations set forth in the concluding section of clause 23 of the information, to the effect that there were other instruments executed and delivered between the Central Railroad Company of New Jersey, the Philadelphia and Reading Railroad Company, and the Port Reading Railroad Company, or any of them, vesting any franchises or property of the Central Railroad Company of New Jersey in the Philadelphia and Reading Railroad Company, which are not accessible to the informant, but are concealed from him and from the knowledge of the State of New Jersey, this defendant denies the same.

12. This defendant admits the passage of the act of May 2, 1885, by the legislature of the State of New Jersey, as alleged in clause 24 of the information, but denies that said act has any application to the said lease to the Port Reading Railroad Company because said lease was made, not to a foreign corporation but to a New Jersey corporation, and it further alleges that if, for any reason, said act should be applicable to said lease and be material to any of the issues herein or to the relief demanded by the information that the same is unconstitutional and void, because contrary to that clause of the constitution of the State of New Jersey, which provides that "the legislature shall pass no special act conferring corporate powers" and cannot be carried out without violation of the constitution.

13. As respects the allegation contained in the last paragraph of clause 11 of the information, charging that all the acts of the Central Railroad Company of New Jersey set forth in said clause were intended to be and are in fact facts tending to a monopoly of the

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business of mining and selling anthracite coal, and the allegations of clauses 19, 22, and 23 of said information charging that the Philadelphia and Reading Railroad Company, the Easton and Amboy Railroad Company, and the Central Railroad Company of New Jersey were miners, producers, or sellers of coal, or were and have been competitors or in active and continual competition with each other in the coal business, and that the intent of the parties to the said lease to the Port Reading Railroad and the tripartite agreement was to combine said three corporations in the conduct of the coal business and to put an end to all competition between them, and that said three corporations by the ownership and control of anthracite coal lands in the State of Pennsylvania are in fact owners and controllers of at least 60 per cent of the anthracite coal fields of the United States advantageously accessible by the inhabitants of the State of New Jersey, and that the intent of said three corporations in conceiving and executing the said lease and tripartite agreement was to control the market in the State of New Jersey for the supply and sale of anthracite coal, and to fix the price thereof at such rates as will be most profitable to said corporations, and that said acts on the part of the Philadelphia and Reading Railroad Company, the Port Reading Railroad Company, and the Central Railroad Company of New Jersey tend directly to a monopoly of the trade of anthracite coal in the State of New Jersey and directly to the manifest oppression of the inhabitants thereof; and that the Philadelphia and Reading Railroad Company is or was engaged in the execution of any scheme or contrivance to carry into effect a monopoly of the trade of anthracite coal in the State of New Jersey with the intent to artificially or arbitrarily increase the profits of the coal business in New Jersey, and that the Philadelphia and Reading Railroad Company, with intent aforesaid, has increased the prices of anthracite coal and is now selling anthracite coal of various classes at greatly increased rates per ton beyond the prices which were exacted for the same quality and class of anthracite coal at or before the time of the execution and delivery of said lease and tripartite agreement, and that the corporations, parties to said lease or tripartite agreement by means of any combination or by said instruments have increased or will increase the price of coal, or have or will by means of any combination or by said instruments use the same so as to arbitrarily impose upon the inhabitants of the State of New Jersey an arbitrary increase in the price of anthracite coal to any amount, or that the purpose of said lease was to prevent natural and healthy competition, this defendant denies the same and every part thereof.

It alleges, on the contrary, on knowledge as to itself, and on information and belief as to the railroad companies that are co-defendants with it, that none of said railroad corporations own any coal lands, or mine or sell any coal, and that they cannot, acting either separately or conjointly, fix or increase the price of anthracite coal, or impose upon the inhabitants of the State of New Jersey any increase in the price of such coal, or create any monopoly in the business of mining or selling anthracite coal, or in the anthracite coal trade, nor is it within their power to put an end to competition in the price or sale of coal.

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On the contrary, the only particular in which corporate action of said railroad companies has affected or can affect the price of coal is in the tolls which as common carriers they may charge for transporting coal from the coal regions of Pennsylvania to market; and while insisting upon the legal right of said corporations to fix tolls on coal as they may deem expedient for the interest of their stockholders and the public, within the limits of legal rates permitted by law, this defendant alleges that not only are the tolls on coal within such limits, but that the same have not been increased since the date of said lease, so that in so far as the corporate action of said railroad companies in fixing tolls has affected the price of coal it has not enhanced the same.

As respects the power of said railroad companies defendant to put an end to competition either at Newark, the only place in the State of New Jersey where an increase in the price of coal is alleged to have taken place by the information, between the date of the lease and the present time, or at the other places in the State of New Jersey mentioned in the affidavits served with the information, viz, Washington, Perth Amboy, Morristown, Orange, New Brunswick, Paterson, Jersey City, Hackensack, Trenton, Red Bank, Passaic, Plainfield, Hoboken, and Elizabeth, this defendant alleges the truth to be as follows:

Not only are said railroad corporations defendant unable to influence the price of anthracite coal transported to market over their lines, except so far as tolls enter into and form part of such price, but they transport coal to almost all of said points in competition with other coal-carrying railroads. Anthracite coal is transported into New Jersey not only by the lines of the Central Railroad of New Jersey, the Philadelphia and Reading Railroad, the Port Reading Railroad, and the Lehigh Valley Railroad, but by the lines of the Delaware, Lackawanna and Western Railroad, the Pennsylvania Railroad, the New York, Lake Erie and Western Railroad, and the New York, Susquehanna and Western Railroad.

Anthracite coal is transported to the city of Newark over the lines of the railroad corporations defendant in competition with coal transported to the same place by the Delaware, Lackawana and Western Railroad, the Pennsylvania Railroad, and the New York, Lake Erie and Western Railroad.

Of the fifteen places in New Jersey mentioned in the affidavits served with the information, at which it is stated that there has been a rise in the wholesale prices of coal by reason of the lease of the Central Railroad of New Jersey to the Port Reading Railroad Company, and the other acts of the defendants, only one, viz, Plainfield, is supplied with anthracite coal solely over their railroads. All the others to which they transport coal are or can be supplied over other railroads transporting coal in competition with them, viz, Jersey City, Trenton, Red Bank, Perth Amboy, and Elizabeth.

Out of the said fifteen points there are eight which are not supplied with coal transported to destination over the lines of the defendant companies, viz, Washington, Morristown, Orange, New Brunswick, Paterson, Hackensack, Passaic, and Hoboken. The defendant therefore charges that, even if all the individuals and corporations

who are engaged in mining coal and can ship their product to market over the lines of the railroad corporations defendant should combine together to put an end to competition, their efforts would be ineffectual, because they would be constantly liable to competition from other miners shipping to the same markets over other lines of railroad.

14. As to all the allegations of clauses 19, 22, and 23 of said information, relating to an increase in the price of coal in the State of New Jersey, either present or prospective, this defendant, while insisting that such increase, if it exists or may hereafter exist, is in no respect caused by the corporate acts of the defendants, or any of them, and is not material to any of the issues herein, or to any of the relief demanded by the information, has caused inquiries to be made, and as the result of these inquiries, alleges on information and belief:

1st. There has been no rise on the average on the retail price to consumers between the date of the lease and the time of filing the information, at important points in the State of New Jersey to which coal is transported over the lines of any of the defendants.

2d. The retail price of coal to consumers at important points on the Central Railroad of New Jersey is no higher now than it has been on the average during the past six years.

3d. There has been between said dates a slight rise in the wholesale price of coal to middlemen or dealers at some of these points, but no greater rise than has frequently taken place within the past few years from time to time, under the operation of the law of demand and supply and the competition between different producers of coal shipping by different lines to such places. Nor are wholesale prices higher now than the average wholesale prices at such points during the past six years.

The following statements, showing the wholesale prices of coal for the past six years at Newark, the place named in the information as that at which the rise has occurred, fairly illustrate the variations of that price at different points in the State of New Jersey and show that the price now is not higher than it has been during three of said years.

Prices of the Lehigh Valley Coal Company for coal at Newark, May–June.

	1887.	1888.	1889.	1890.	1891.	1892.
Average of all sizes above pea	$4.10	$4.33	$4.11	$3.71	$3.72	$4.01
Pea	2.86	2.87	2.71	2.43	2.60	2.70

Prices of the Lehigh Coal and Navigation Company for Lehigh coal at Newark June 1.

	1887.	1888.	1889.	1890.	1891.	1892.
Broken	$4.05	$4.25	$4.15	$4.05	$4.10	$3.75
Egg	3.80	4.00	3.75	3.75	3.85	3.75
Stove	4.05	4.00	3.90	3.75	4.00	3.75
Chestnut	3.85	4.00	3.75	3.80	3.70	3.80
Pea	2.60	2.60	2.00	2.25	2.25	2.25

The defendant therefore insists, not only that it and its codefendants have not affected and can not affect the price of coal in New Jersey except by their freight charges thereon, and that such freight charges are within the limitations allowed by law, and have not been advanced since the making of said lease, but, as matter of fact, though insisting on the immateriality of such fact, that the retail price to consumers at important points in New Jersey reached by the lines of the railroad corporations defendant has not risen on the average since the date of said lease, and is not now above such average price during the past six years, and the wholesale price of coal to dealers is not higher than it has been at many previous times within the past six years under free competition influenced by natural laws of supply and demand. It denies each and every allegation of said clauses not hereinbefore admitted or alleged to be true.

15. As to the allegations contained in clause 29 of the information, relating to the act therein referred to as approved March 11, 1880, this defendant alleges that it was by said act authorized to execute and deliver the said indenture of lease. That the said act expressly provided and enacted (among other things) "that it shall be lawful for any corporation incorporated under any of the laws of the State, at any time during the continuance of its charter, to lease its road or any part thereof to any other corporation or corporations of this or any other State * * * and such other company or companies are hereby authorized to take such lease," and these defendants admit that the title to the said act of March 11, 1880, conferring said power to lease, was as stated in said information, "An act to amend an act entitled an act to authorize the formation of railroad corporations and regulate the same," approved April 2, 1873; and that the said act of April 2, 1873, is commonly called the general railroad law, but this defendant denies that the said act of April 2, 1873, exclusively relates to and concerns the organizations, operation, management, and method of management solely of railroad corporations authorized thereby to be organized, or that it has no reference to or was not intended to operate upon or affect the powers of railroad corporations organized before its enactment by special charters granted by the legislature, and, on the contrary, says that the said act was intended to regulate and did regulate in many respects other railroads than those formed under its provisions; that said act was entitled "An act to authorize the formation of railroad companies and regulate the same;" that none of its sections or provisions are applicable solely to railroads formed under the act, except when the provisions are expressly restricted to railroads formed under the act; that several of its sections are applicable to all railroads of the State, whether organized under special charters or under said law, and this defendant submits that the said act of April 12, 1873, was and was intended to be an act regulating in some respects and in some particulars all railroads, as well those created by special charters as those organized under the act; and that under the title to said act all regulations of railroads in particulars or matters common to railroads, however organized, were and are proper to be included within the scope of the enacting

clause within the meaning of the constitutional provisions relating to the titles of laws; and this defendant further says and submits that until the filing of this information by the attorney-general claiming, in this respect, to represent the authority of the State, it has never been questioned either by the legislative, judicial, or executive department of the State that laws intended to regulate railroads in matters common to them, however created, could be enacted in the form of and under the title of supplements to the said act of April 2, 1873; that from the passage of said law many laws have been enacted in this form applicable to all railroads, and have never been questioned by any of the legislatures, governors, or courts, as being improper or unconstitutional in form; and these defendants refer, among others, to the following laws which have been so passed.

Supplement of March 14, 1878 (P. L. 84), relating to the crossing of navigable rivers.

Supplement of February 25, 1880 (P. L., 51), relating to the writ of certiorari.

Supplement of March 31, 1882 (P. L., 232), relating to the reduction of capital stock.

Supplement of March 31, 1882 (P. L., 245), relating to bridges over streets and highways.

Supplement of April 5, 1886 (P. L. 180), relating to the computation of time within which duty is to be discharged or privilege exercised.

Supplement of April 16, 1886 (P. L. 228), relating to appeals from awards.

Supplement of April 28, 1887 (P. L. 226), relating to bridges over highways, &c.

Supplement of March 23, 1888 (P. L. 203), relating to the purchase or rent of vessels, wharves, docks, &c.

Supplement of March 17, 1891 (P. L. 169), relating to bridges over streets and highways.

And this defendant says that, as will appear by reference thereto in each of the above supplements, the regulation therein made by law expressly related to railroads other than those created under the act of April 2, 1873, and that this constant practice of the legislative authorities of the State, acting under the constitution, has settled any doubt that might ever have existed as to the propriety of the form of the title to any law which they had authority to enact in the particular laws now called in question by the informant; and upon this point and upon the right of the informant to call in question the legality of said act of March 11, 1880, because of a supposed defect in the form of the title, this defendant further says and submits that the said act itself and the granting of the powers therein and thereby declared to be granted was within the power of the legislative authority of the State of New Jersey, under the constitution and representing the State, and that so far as the State itself or any of the defendants or officers thereof claiming to represent the State, the said grant of power to these defendants was effective notwithstanding any defect or alleged defect in the form of the title to said act.

GOVERNMENT EXHIBIT No. 190.—*Answer of Cent. R. R. of N. J., case of Stockton v. Cent. R. R. of N. J. et al.*—Continued.

15. As to the allegations contained in clauses 30, 31, and 35 of the information, respecting the interpretation to be placed on the powers granted to the Central Railroad Company of New Jersey by its charter and the supplements thereto, and its power to make and the power of the Port Reading Railroad Company to take said lease, and the route of the Port Reading Railroad in relation to its railroad—this defendant insists that it had and has full power to make and the Port Reading Railroad Company had and has full power to take said lease, and that the Port Reading Railroad connects with and intersects the Central Railroad of New Jersey near the Kill von Kull at Sewaren, in Middlesex County; and denies each and every allegation of said clauses of the information to the contrary.

16. As respects the allegations of clause 35 of the information, respecting lack of authority or usurpation of authority on the part of its officers in executing and delivering said lease, this defendant denies that there was any lack of authority or any usurpation of authority on the part of its officers. It alleges, on the contrary, that the execution and delivery of said lease was duly authorized by its directors, who had full authority to authorize the same without any vote of the stockholders, and furthermore that the same was reported to its stockholders and submitted to them at its annual meeting, duly held pursuant to its by-laws, at which meeting the execution and delivery thereof was duly authorized, ratified, and approved by the votes of all stockholders present and voting. The total number of shares of stock of the Central Railroad Company of New Jersey issued at the date of said meeting was 224,670. Of this number, 195,817 shares were represented at this meeting. On the vote upon a resolution to authorize, ratify, and confirm the execution and delivery of said lease, all of said shares voted in favor of said resolution and no stockholders voted in opposition thereto. It denies each and every allegation of said clause of the information not hereinbefore expressly admitted or alleged to be true.

17. As to the allegations of fact contained in clauses 36 and 37, of the information, respecting the property demised by said lease, this defendant alleges that said lease did embrace its right to construct, maintain, and operate certain railroads therein named other than the Central Railroad of New Jersey, however such right might have been acquired. For a list of the railroads other than the Central Railroad, its right to construct, maintain, and operate which was demised, it prays leave to refer to a copy of the lease. In so far as this allegation admits any part of clause 37 of the information, it admits the same. It denies each and every other allegation of fact or conclusion of law contained in clauses 36 and 37 of the information.

18. And this defendant denies all, and all manner of unlawful combination and confederacy wherewith it is by the said information charged, without this, that any other matter or thing in the informant's information contained, material or necessary for this defendant to make answer unto, and not herein and hereby well and sufficiently answered, confessed or avoided, traversed or denied, is true; all which matters and things this defendant is ready and willing

GOVERNMENT EXHIBIT No. 190.—*Answer of Cent. R. R. of N. J., case of Stockton v. Cent. R. R. of N. J. et al.*—Continued.

to aver, maintain, and prove as this honorable court shall direct, and it humbly prays to be hence dismissed, with its reasonable costs and charges in this behalf most wrongfully sustained.

[L. S.] J. R. MAXWELL, *President.*

Attest:

SAML. KNOX, *Secretary.*

B. WILLIAMSON,
Solicitor and of counsel with defendant.

STATE OF NEW JERSEY, *ss.:*

The answer of the defendant, The Central Railroad Company of New Jersey, was taken this 29th day of June, in the year eighteen hundred and ninety-two, before me, under the common seal of the said corporation, as by their seal thereto affixed, appears.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

GOVERNMENT EXHIBIT No. 191.

LEHIGH & WILKES BARRE COAL COMPANY.

Monthly quoted prices (per ton of 2,240 lbs.) of the Lehigh & Wilkes Barre Coal Company for free burning white ash anthracite coal delivered on board vessels at Port Johnston, New Jersey, from January 1, 1898, to January 1, 1901.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45	$3.45
Egg	3.60	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70
Stove	3.85	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95	3.95
Chestnut	3.60	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70	3.70

1899.

Broken	3.45	3.30	3.30	3.30	3.30	3.30	3.40	3.40	3.40	3.40	3.40	3.40
Egg	3.70	3.50	3.50	3.50	3.50	3.50	3.75	3.75	3.75	3.75	3.75	3.75
Stove	3.95	3.90	3.90	3.90	3.90	3.90	4.15	4.15	4.15	4.15	4.15	4.15
Chestnut	3.70	3.80	3.80	3.80	3.80	3.80	4.05	4.05	4.05	4.05	4.05	4.05

1900.

Broken	3.40	3.40	3.10	3.40	3.40	3.40	3.65	3.65	3.65	3.70	3.70	3.70
Egg	3.75	3.75	3.40	3.65	3.65	3.65	3.90	3.90	3.90	4.20	4.20	4.20
Stove	4.15	4.15	3.85	3.90	3.90	3.90	4.15	4.15	4.15	4.45	4.45	4.45
Chestnut	4.05	4.05	3.85	3.90	3.90	3.90	4.15	4.15	4.15	4.45	4.45	4.45

GOVERNMENT EXHIBIT No. 192.

Statement showing the circular or quoted prices of Lehigh Valley Coal Co. for prepared sizes of anthracite, with all regular discounts taken off, at Buffalo, f. o. b. vessel, in each month from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Grate	$5.05	$5.05	$5.05	$5.05	$4.30	$4.30	$4.30	$4.30	$4.30	$4.30	$4.30	$4.30
Egg & stove	5.30	5.30	5.30	5.30	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55
Nut	5.30	5.30	5.30	5.30	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55

1899.

Grate	4.55	4.55	4.55	4.55	4.30	4.30	4.55	4.55	4.80	4.80	4.80	4.80
Egg & stove	4.80	4.80	4.80	4.80	4.55	4.55	4.80	4.80	5.05	5.05	5.05	5.05
Nut	4.80	5.05	5.05	5.05	4.55	4.55	4.80	4.80	5.05	5.05	5.30	5.30

1900.

Grate	4.80	4.80	4.80	4.80	4.25	4.25	4.50	4.50	4.80	4.80	5.00	5.00
Egg & stove	5.05	5.05	5.05	5.05	4.50	4.50	4.75	4.75	4.75	4.75	5.25	5.25
Nut	5.30	5.30	5.30	5.30	4.50	4.50	4.75	4.75	4.75	4.75	5.25	5.25

1901.

Grate	5.00	5.00	5.00	4.00	4.20	4.40	4.60	4.80	5.00	5.00	5.00	5.00
Egg & stove	5.25	5.25	5.25	4.25	4.45	4.65	4.85	5.05	5.25	5.25	5.25	5.25
Nut	5.25	5.25	5.25	4.25	4.45	4.65	4.85	5.05	5.25	5.25	5.25	5.25

1902.

Grate	5.00	5.00	5.00	4.00	4.20	4.40	4.60	4.80	5.00	5.50	5.50	5.50
Egg & stove	5.25	5.25	5.25	4.25	4.45	4.65	4.85	5.05	5.25	5.75	5.75	5.75
Nut	5.25	5.25	5.25	4.25	4.45	4.65	4.85	5.05	5.25	5.75	5.75	5.75

1903.

Grate	5.50	5.50	5.50	4.50	4.70	4.90	5.10	5.30	5.50	5.50	5.50	5.50
Egg & stove	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

1904.

Grate	5.50	5.50	5.50	4.50	4.70	4.90	5.10	5.30	5.50	5.50	5.50	5.50
Egg & stove	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

1905.

Grate	5.50	5.50	5.50	4.50	4.70	4.90	5.10	5.30	5.50	5.50	5.50	5.50
Egg & stove	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

1906.

Grate	5.50	5.50	5.50	5.50	4.70	4.90	5.10	5.30	5.50	5.50	5.50	5.50
Egg & stove	5.75	5.75	5.75	5.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	5.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 192.—*Statement showing the circular or quoted prices of Lehigh Valley Coal Co. for prepared sizes of anthracite, with all regular discounts taken off, at Buffalo, f. o. b. vessel, in each month from January 1, 1898, to January 1, 1909*—Continued.

1907.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Grate	$5.50	$5.50	$5.50	$4.50	$4.70	$4.90	$5.10	$5.30	$5.50	$5.50	$5.50	$5.50
Egg & stove	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

1908.

Grate	5.50	5.50	5.50	4.50	4.70	4.90	5.10	5.30	5.50	5.50	5.50	5.50
Egg & stove	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75
Nut	5.75	5.75	5.75	4.75	4.95	5.15	5.35	5.55	5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 193.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 pounds) of the Philadelphia and Reading Coal and Iron Company for white ash anthracite coal delivered on board vessels at Buffalo from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	None issued.											
Egg												
Stove												
Chestnut												

1899.

Broken	None issued				$4.25	$4.25	$4.50	$4.50	$4.75	$4.75	$4.75	$4.75
Egg					4.50	4.50	4.75	4.75	5.00	5.00	5.00	5.00
Stove					4.50	4.50	4.75	4.75	5.00	5.00	5.00	5.00
Chestnut					4.50	4.50	4.75	4.75	5.00	5.00	5.00	5.00

1900.

Broken	$4.75	$4.75	$4.75	$4.75	4.25	4.25	4.50	4.50	4.50	4.50	5.00	5.00
Egg	5.00	5.00	5.00	5.00	4.50	4.50	4.75	4.75	4.75	4.75	5.25	5.25
Stove	5.00	5.00	5.00	5.00	4.50	4.50	4.75	4.75	4.75	4.75	5.25	5.25
Chestnut	5.00	5.00	5.00	5.00	4.50	4.50	4.75	4.75	4.75	4.75	5.25	5.25

1901.

Broken	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1902.

Broken	5.00	5.00	5.00	4.50	4.60	Strike			5.50	5.50	5.50	5.50
Egg	5.25	5.25	5.25	4.75	4.85				5.75	5.75	5.75	5.75
Stove	5.25	5.25	5.25	4.75	4.85				5.75	5.75	5.75	5.75
Chestnut	5.25	5.25	5.25	4.75	4.85				5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 193.—*Monthly circular prices (per ton of 2,240 pounds) of the Philadelphia and Reading Coal and Iron Company for white ash anthracite coal delivered on board vessels at Buffalo from January 1, 1898, to January 1, 1909*—Cont'd.

1903.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$5.50	$5.50	$5.50	$5.00	$5.10	$5.20	$5.30	$5.40	$5.50	$5.50	$5.50	$5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1904.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1905.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1906.

Broken	5.50	5.50	5.50	5.50	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1907.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1908.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 194.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for White Ash anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.40	$3.40	$3.40	$3.40	$3.40	$3.40	$3.40	$3.40	$3.40	$3.75	$3.75	$3.75
Egg	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	4.00	4.00	4.00
Stove	3.80	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	4.25	4.25	4.25
Chestnut	3.55	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	4.00	4.00	4.00

GOVERNMENT EXHIBIT No. 194.—*Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for White Ash anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909*—Continued.

1899.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.75	$3.75	$3.75	$3.75	$3.75	$3.75	$3.15	$3.15	$3.15	$3.40	$3.40	$3.40
Egg	4.00	4.00	4.00	4.00	4.00	4.00	3.50	3.50	3.50	3.75	3.75	3.75
Stove	4.25	4.25	4.25	4.25	4.25	4.25	3.90	3.90	3.90	4.15	4.15	4.15
Chestnut	4.00	4.00	4.00	4.00	4.00	4.00	3.90	3.90	3.90	4.15	4.15	4.15

1900.

Broken	3.40	3.40	3.40	3.15	3.15	3.15	3.40	3.40	3.65	3.90	3.90	3.90
Egg	3.75	3.75	3.75	3.40	3.40	3.40	3.65	3.65	3.90	4.15	4.15	4.15
Stove	4.15	4.15	4.15	3.65	3.65	3.65	3.90	3.90	4.15	4.40	4.40	4.40
Chestnut	4.15	4.15	4.15	3.65	3.65	3.65	3.90	3.90	4.15	4.40	4.40	4.40

1901.

Broken	3.90	3.90	3.90	3.40	3.50	3.60	3.70	3.80	3.90	3.90	3.90	3.90
Egg	4.15	4.15	4.15	3.65	3.75	3.85	3.95	4.05	4.15	4.15	4.15	4.15
Stove	4.40	4.40	4.40	3.90	4.00	4.10	4.20	4.30	4.40	4.40	4.40	4.40
Chestnut	4.40	4.40	4.40	3.90	4.00	4.10	4.20	4.30	4.40	4.40	4.40	4.40

1902.

Broken	3.90	3.90	3.90	3.65	3.75	Strike	4.50	4.50	4.50	4.50
Egg	4.15	4.15	4.15	3.90	4.00		4.75	4.75	4.75	4.75
Stove	4.40	4.40	4.40	3.90	4.00		4.75	4.75	4.75	4.75
Chestnut	4.40	4.40	4.40	3.90	4.00		4.75	4.75	4.75	4.75

1903.

Broken	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Egg	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

1904.

Broken	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Egg	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

1905.

Broken	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Egg	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

1906.

Broken	4.50	4.50	4.50	4.50	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Egg	4.75	4.75	4.75	4.75	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.75	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.75	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

GOVERNMENT EXHIBIT No. 194.—*Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for White Ash anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909*—Continued.

1907.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.50	$4.50	$4.50	$4.00	$4.10	$4.20	$4.30	$4.40	$4.50	$4.50	$4.50	$4.50
Egg	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

1908.

Broken	4.50	4.50	4.50	4.00	4.10	4.20	4.30	4.40	4.50	4.50	4.50	4.50
Egg	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Stove	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75
Chestnut	4.75	4.75	4.75	4.25	4.35	4.45	4.55	4.65	4.75	4.75	4.75	4.75

GOVERNMENT EXHIBIT No. 195.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Shamokin anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$3.90	$3.90	$3.90	$3.90	$3.90	$3.90	$3.90	$3.90	$3.90	$4.25	$4.25	$4.25
Stove	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.50	4.50	4.50
Chestnut	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	4.10	4.10	4.10

1899.

Broken												
Egg	4.25	4.25	4.25	4.25	4.25	4.25	3.75	3.75	3.75	4.00	4.00	4.00
Stove	4.50	4.50	4.50	4.50	4.50	4.50	4.15	4.15	4.15	4.40	4.40	4.40
Chestnut	4.10	4.10	4.10	4.10	4.10	4.10	4.15	4.15	4.15	4.40	4.40	4.40

1900.

Broken												
Egg	4.00	4.00	4.00	3.65	3.65	3.65	3.90	3.90	4.15	4.40	4.40	4.40
Stove	4.40	4.40	4.40	3.90	3.90	3.90	4.15	4.15	4.40	4.65	4.65	4.65
Chestnut	4.40	4.40	4.40	3.90	3.90	3.90	4.15	4.15	4.40	4.65	4.65	4.65

1901.

Broken												
Egg	4.40	4.40	4.40	3.90	4.00	4.10	4.20	4.30	4.40	4.40	4.40	4.40
Stove	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65
Chestnut	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65

1902.

Broken									
Egg	4.40	4.40	4.40	4.15	4.25	Strike	5.00	5.00	5.00
Stove	4.65	4.65	4.65	4.15	4.25		5.00	5.00	5.00
Chestnut	4.65	4.65	4.65	4.15	4.25		5.00	5.00	5.00

GOVERNMENT EXHIBIT No. 195.—*Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Shamokin anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909*—Continued.

1903.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$5.00	$5.00	$5.00	$4.50	$4.60	$4.70	$4.80	$4.90	$5.00	$5.00	$5.00	$5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1904.

Broken												
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1905.

Broken												
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1906.

Broken												
Egg	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	5.00	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1907.

Broken												
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

1908.

Broken												
Egg	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Stove	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00

GOVERNMENT EXHIBIT No. 196.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for red ash and Lorberry anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.25	$4.25	$4.25
Stove	4.50	4.50	4.50	4.[illegible]	4.50	4.50	4.50	4.50	4.50	4.65	4.65	4.65
Chestnut	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.25	4.25	4.25

1899.

Broken												
Egg	4.25	4.25	4.25	4.25	4.25	4.25	3.90	3.90	3.90	4.00	4.00	4.00
Stove	4.65	4.65	4.65	4.65	4.65	4.65	4.40	4.40	4.40	4.50	4.50	4.50
Chestnut	4.25	4.25	4.25	4.25	4.25	4.25	4.40	4.40	4.40	4.50	4.50	4.50

GOVERNMENT EXHIBIT No. 196.—*Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for red ash and lorberry anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909*—Continued.

1900.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken												
Egg	$4.00	$4.00	$4.00	$3.90	$3.90	$3.90	$4.15	$4.15	$4.40	$4.65	$4.65	$4.65
Stove	4.50	4.50	4.50	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90
Chestnut	4.50	4.50	4.50	4.15	4.15	4.15	4.40	4.40	4.65	4.90	4.90	4.90

1901.

Broken												
Egg	4.65	4.65	4.65	4.15	4.25	4.35	4.45	4.55	4.65	4.65	4.65	4.65
Stove	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90
Chestnut	4.90	4.90	4.90	4.40	4.50	4.60	4.70	4.80	4.90	4.90	4.90	4.90

1902.

Broken						Strike						
Egg	4.65	4.65	4.65	4.40	4.50					5.25	5.25	5.25
Stove	4.90	4.90	4.90	4.40	4.50					5.25	5.25	5.25
Chestnut	4.90	4.90	4.90	4.40	4.50					5.25	5.25	5.25

1903.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1904.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1905.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1906.

Broken												
Egg	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	5.25	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1907.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

1908.

Broken												
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25

GOVERNMENT EXHIBIT No. 197.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Lykens Valley anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75	$4.75
Egg	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10
Stove	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25
Chestnut	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

1899.

Broken	4.75	4.75	4.75	4.75	4.75	4.75	4.40	4.40	4.40	4.50	4.50	4.50
Egg	5.10	5.10	5.10	5.10	5.10	5.10	4.65	4.65	4.65	4.75	4.75	4.75
Stove	5.25	5.25	5.25	5.25	5.25	5.25	4.90	4.90	4.90	5.00	5.00	5.00
Chestnut	5.00	5.00	5.00	5.00	5.00	5.00	4.90	4.90	4.90	5.00	5.00	5.00

1900.

Broken	4.50	4.50	4.50	4.25	4.25	4.25	4.50	4.50	4.75	5.00	5.00	5.00
Egg	4.75	4.75	4.75	4.50	4.50	4.50	4.75	4.75	5.00	5.25	5.25	5.25
Stove	5.00	5.00	5.00	4.75	4.75	4.75	5.00	5.00	5.25	5.50	5.50	5.50
Chestnut	5.00	5.00	5.00	4.75	4.75	4.75	5.00	5.00	5.25	5.50	5.50	5.50

1901.

Broken	5.00	5.00	5.00	4.50	4.60	4.70	4.80	4.90	5.00	5.00	5.00	5.00
Egg	5.25	5.25	5.25	4.75	4.85	4.95	5.05	5.15	5.25	5.25	5.25	5.25
Stove	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Chestnut	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50

1902.

Broken	5.00	5.00	5.00	4.75	4.85	Strike			5.50	5.50	5.50	5.50
Egg	5.25	5.25	5.25	5.00	5.10				5.75	5.75	5.75	5.75
Stove	5.50	5.50	5.50	5.00	5.10				5.75	5.75	5.75	5.75
Chestnut	5.50	5.50	5.50	5.00	5.10				5.75	5.75	5.75	5.75

1903.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1904.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1905.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 197.—*Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Lykens Valley anthracite coal delivered on board vessels at Philadelphia (Port Richmond) from January 1, 1898, to January 1, 1909*—Continued.

1906.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$5.50	$5.50	$5.50	$5.50	$5.10	$5.20	$5.30	$5.40	$5.50	$5.50	$5.50	$5.50
Egg	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.75	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1907.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

1908.

Broken	5.50	5.50	5.50	5.00	5.10	5.20	5.30	5.40	5.50	5.50	5.50	5.50
Egg	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Stove	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75
Chestnut	5.75	5.75	5.75	5.25	5.35	5.45	5.55	5.65	5.75	5.75	5.75	5.75

GOVERNMENT EXHIBIT No. 198.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for white ash anthracite coal delivered on board vessels at Port Liberty (New York Harbor), from January 1, 1898, to January 1, 1900.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$3.65	$3.65	$3.65	$3.65	$3.65	$3.65	$3.65	$3.65	$3.65	$4.00	$4.00	$4.00
Egg	3.90	3.90	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.25	4.25	4.25
Stove	4.05	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.50	4.50	4.50
Chestnut	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	3.90	4.25	4.25	4.25

1899.

Broken	4.00	4.00	4.00	4.00	4.00	4.00	3.40	3.40	3.40	3.65	3.65	3.65
Egg	4.25	4.25	4.25	4.25	4.25	4.25	3.75	3.75	3.75	4.00	4.00	4.00
Stove	4.50	4.50	4.50	4.50	4.50	4.50	4.15	4.15	4.15	4.40	4.40	4.40
Chestnut	4.25	4.25	4.25	4.25	4.25	4.25	4.15	4.15	4.15	4.40	4.40	4.40

GOVERNMENT EXHIBIT No. 199.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Shamokin anthracite coal delivered on board vessels at Port Liberty (New York Harbor) from January 1, 1898, to January 1, 1900.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.15	$4.50	$4.50	$4.50
Egg	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.75	4.75	4.75
Stove	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.35	4.35	4.35
Chestnut												

1899.

Broken	4.50	4.50	4.50	4.50	4.50	4.50	4.00	4.00	4.00	4.25	4.25	4.25
Egg	4.75	4.75	4.75	4.75	4.75	4.75	4.40	4.40	4.40	4.65	4.65	4.65
Stove	4.35	4.35	4.35	4.35	4.35	4.35	4.40	4.40	4.40	4.65	4.65	4.65
Chestnut												

GOVERNMENT EXHIBIT No. 200.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for red ash and Lorberry anthracite coal delivered on board vessels at Port Liberty (New York Harbor) from January 1, 1898, to January 1, 1900.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$4.40	$4.40	$4.40	$4.40	$4.40	$4.40	$4.40	$4.40	$4.40	$4.50	$4.50	$4.50
Egg	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.75	4.90	4.90	4.90
Stove	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.50	4.50	4.50
Chestnut												

1899.

Broken	4.50	4.50	4.50	4.50	4.50	4.50	4.15	4.15	4.15	4.25	4.25	4.25
Egg	4.90	4.90	4.90	4.90	4.90	4.90	4.65	4.65	4.65	4.75	4.75	4.75
Stove	4.50	4.50	4.50	4.50	4.50	4.50	4.65	4.65	4.65	4.75	4.75	4.75
Chestnut												

GOVERNMENT EXHIBIT No. 201.

THE PHILADELPHIA AND READING COAL AND IRON COMPANY.

Monthly circular prices (per ton of 2,240 lbs.) of the Philadelphia and Reading Coal and Iron Company for Lykens Valley anthracite coal delivered on board vessels at Port Liberty (New York Harbor) from January 1, 1898, to January 1, 1900.

1898.

Size.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Broken	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00	$5.00
Egg	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35	5.35
Stove	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
Chestnut	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25

1899.

Broken	5.00	5.00	5.00	5.00	5.00	5.00	4.65	4.65	4.65	4.75	4.75	4.75
Egg	5.35	5.35	5.35	5.35	5.35	5.35	4.90	4.90	4.90	5.00	5.00	5.00
Stove	5.50	5.50	5.50	5.50	5.50	5.50	5.15	5.15	5.15	5.25	5.25	5.25
Chestnut	5.25	5.25	5.25	5.25	5.25	5.25	5.15	5.15	5.15	5.25	5.25	5.25

GOVERNMENT EXHIBIT No. 202.

PROPOSED AGREEMENT BETWEEN PENNSYLVANIA COAL COMPANY AND DOLPH COAL COMPANY, LTD.

This agreement, made this 11th day of January, 1900, between the Pennsylvania Coal Company, a corporation organized and existing under the laws of the State of Pennsylvania (hereinafter called the "Pennsylvania Company"), party of the first part, and the Dolph Coal Company, Limited (hereinafter called the "Operator"), party of the second part, witnesseth, That

Whereas, the Operator is the owner, or lessee by certain indenture of lease, of various lands, mines and improvements, situated in the County of Luzerne, State of Pennsylvania;

Now, therefore, in consideration of the full execution of this agreement and for other valuable considerations, it is hereby mutually agreed as follows, to wit:

TONNAGE.

I. The Operator will sell and deliver to the Pennsylvania Company, in cars at the breaker of the Operator, at least ——— thousand tons of coal per year, commencing as soon as the Pennsylvania Company is ready to receive it, excepting such coal as may be actually and necessarily excluded by its existing contract or lease with ——— dated ———.

The Pennsylvania Company agrees to take from the Operator at least as much as two hundred thousand tons of coal per year, commencing not later than December 31st, 1901, or at any earlier date at which the Pennsylvania Company may be able to take the same. The Pennsylvania Company further agrees to execute this contract as soon as the Delaware Valley and Kingston Railroad Company receives permission from the Board of Railroad Commissioners of New

GOVERNMENT EXHIBIT No. 202.—*Proposed agreement between Pennsylvania Coal Company and Dolph Coal Company, Ltd.*—Continued.

York State to build the line of road from Hawley or Lackawaxen, Pennsylvania, to tidewater.

It is understood and agreed that the tonnage will be taken in as nearly equal weekly quantities as the requirements of the market will permit.

In case cars are furnished for additional tonnage, the Operator agrees that it will sell and deliver to the Pennsylvania Company such additional coal as it may produce, which it is not already obliged to deliver to the ——— Company under existing contract or lease heretofore mentioned, the same being the only contract or lease now in force, executed by the Operator for the mining or sale of coal.

PERCENTAGE OF SIZES.

II. The proportion of the different sizes of coal delivered by the Operator shall conform approximately to that of the Pennsylvania Company's collieries at the time of such delivery; and in case a part only of the output of the Operator is delivered to the Pennsylvania Company, the proportion of sizes thereof shall be approximately the same as the proportion of sizes of the total output, unless otherwise mutually agreed upon.

PRICES.

III. For all coal sold and delivered in each month, the Pennsylvania Company shall pay to the Operator as follows:

On or before the 15th day of the following month it shall pay the amount due for all coal shipped during the previous month, at the following rates:

For all sizes above Pea coal, an amount which shall be equal to sixty-five (65) per cent of the average price of each size received by the Pennsylvania Company f. o. b. boats at Weehawken, New Jersey, or corresponding point in New York Harbor, and for all Pea coal, an amount which shall be equal to fifty (50) per cent of the average price received by the Pennsylvania Company during the same month in which the coal is shipped, when the price of Pea coal is two dollars and fifty cents ($2.50) per ton or less, f. o. b. boats at Weehawken, New Jersey, or corresponding point in New York Harbor, and for each advance of ten cents (10c.) per ton in the said f. o. b. price above two dollars and fifty cents ($2.50), the proportion for the Operator shall be increased one (1) per cent, until the said f. o. b. price reaches the price of any of the larger sizes, after which the said proportion shall be adjusted on the basis of the prices received for the larger sizes. In no event, however, are the above prices to average, during any calendar year, less than the average prices received by the three following Companies, viz, the Lehigh and Wilkes-Barre Coal Company at Port Liberty, New Jersey, and the Delaware, Lackawanna and Western Railroad Company at Hoboken, New Jersey, and the Lehigh Valley Coal Company at Perth Amboy, New Jersey, for the same sizes of coal from the Wyoming region during the same period. For all sizes below and including Buckwheat coal, the Pennsylvania Company shall pay an amount equal to the average net prices received by

GOVERNMENT EXHIBIT No. 202.—*Proposed agreement between Pennsylvania Coal Company and Dolph Coal Company, Ltd.*—Continued.

it f. o. b. boats at Weehawken, New Jersey, or corresponding point in New York Harbor, for such sizes during the same month in which the coal is shipped, less eighty-five (85) cents per ton. All of the above prices to be paid without deduction for commissions, demurrage, trestle, or other charges.

If at any time during the existence of this contract the Pennsylvania Company should pay for any size of coal at the mines in the Lackawanna or Wyoming Valleys prices higher than the prices above mentioned, then the Pennsylvania Company shall pay to the Operator the same high price or prices for coal delivered during the same month.

The Operator shall have the right, at all reasonable times, to examine the books of said Pennsylvania Company for the purpose of ascertaining the prices received by the Pennsylvania Company for coal at Weehawken, New Jersey, or corresponding point in New York Harbor.

STATEMENT.

IV. The Pennsylvania Company shall render a statement to the Operator on or before the 15th day of each month, showing the average prices to be paid for all sizes of coal delivered during the preceding month.

WEIGHTS.

V. Under this agreement twenty-two hundred and forty (2,240) pounds of prepared coal shall constitute a ton; and the number of tons sold and delivered shall be ascertained by the weight of the said coal as weighed in cars by the Operator at its colliery, upon suitable scales to be provided and furnished by the Operator.

In ascertaining the said weights, cars shall be weighed empty as well as loaded; the odd pounds in the weight of an empty car shall be called one hundred pounds; the odd pounds in the weight of a loaded car shall not be counted. An allowance of two hundred (200) pounds additional shall be made on each car of coal of sixty thousand (60,000) pounds capacity or less, an allowance of three hundred (300) pounds per car on cars of larger capacity than sixty thousand (60,000) pounds, and a proper allowance shall be made for wet coal.

The Pennsylvania Company shall have the right to test and verify all scales and weights at any time.

INSPECTION AND SIZES.

VI. The coal to be delivered under this agreement shall be inspected and approved by a competent inspector, to be appointed and paid by the Pennsylvania Company. It shall be well and uniformly sized and made through and over the following meshes:

Grate, through a square mesh 4 inches and over a square mesh of 2½ inches.
Egg, through a square mesh 2½ inches and over a square mesh of 2 inches.
Stove, through a square mesh 2 inches and over a square mesh of 1½ inches.
Chestnut, through a square mesh 1½ inches and over a square mesh of ¾ inch.
Pea, through a square mesh ¾ inch and over a square mesh of ½ inch.
Buckwheat, through a square mesh ½ inch and over a round mesh of ⅜ inch.
Birdseye, through a round mesh ⅜ inch and over a round mesh of ¼ inch.

GOVERNMENT EXHIBIT No. 202.—*Proposed agreement between Pennsylvania Coal Company and Dolph Coal Company, Ltd.*—Continued.

QUALITY.

VII. The said coal shall be practically free from dirt as it leaves the lip of the screen, before entering the car.

None of the above-mentioned sizes shall contain an admixture of a larger size sufficiently great to render the coal objectionable, nor, respectively, a larger proportion of any smaller sizes than is usually present in good merchantable coal.

It is especially agreed that chestnut shall in no case contain more than fifteen (15) per cent of pea and smaller coal, nor an average of more than twelve and one-half (12½) per cent of the same; and that pea and buckwheat, respectively, shall in no case contain more than twenty (20) per cent of smaller coal, nor an average of more than fifteen (15) per cent of the same.

The sizes above mentioned shall in no case contain more than the following percentage of refuse (consisting of slate, rock, fire clay, and bone with less than forty per cent of fixed carbon), namely: Grate, one (1) per cent; egg, two (2) per cent; stove, four (4) per cent; chestnut, an average of not more than five (5) per cent, and at no time to exceed a maximum of seven (7) per cent; pea, ten (10) per cent: buckwheat, fifteen (15) per cent.

The coal must not be so rusty or discolored in appearance as to render it plainly unmerchantable.

When the inspector is making a test for impurities in the coal, he shall, whenever possible, take the sample from the coal as it flows from the chute into the car. If at any time the first test is unsatisfactory to either party, the inspector shall make two other tests of the coal in question; and the average of the three tests on one car shall then be final.

If at any time it is necessary to test a carload of coal after it leaves the chute, a sample shall be obtained by taking equal quantities of coal from the middle and each side and end of the car in order to ascertain the average quality of coal in that car.

ALLOTMENT.

VIII. When shipments under the terms of this contract begin, the Pennsylvania Company will, before the end of each month, notify the Operator about how much tonnage it expects to take from the Operator during the succeeding month.

The Operator agrees that it will provide ample and suitable track facilities at its colliery for the storing, handling, loading, and weighing of such cars as may be offered for use in carrying out the terms of this contract.

MANIFESTS.

IX. The Operator will consign and manifest said coal to such points and parties, and furnish such reports and notices, in connection with this work, as the Pennsylvania Company may direct.

GOVERNMENT EXHIBIT No. 202.—*Proposed agreement between Pennsylvania Coal Company and Dolph Coal Company, Ltd.*—Continued.

STRIKE CLAUSE.

X. It is understood and agreed between the parties hereto that if, by reason of strikes among the employees of either party, or if, by reason of injury to the works, buildings, railroad terminal facilities or other property of either party, or by unavoidable delays or obstructions in the mining or transportation of the said coal hereinbefore agreed to be delivered, or if by reason of the exhaustion of the territory of the Operator, either party hereto shall be prevented wholly or in part from carrying out the provisions of this agreement, such party shall not be liable for damages for the non-fulfillment of this agreement by reason of the disabilities aforesaid; but every exertion must be made to remove such disabilities as promptly as possible.

ARBITRATION.

XI. Should any disagreement arise between the parties hereto as to any matter or thing arising under or in consequence of this agreement or in operations carried on hereunder (except as to the prices to be paid for coal), or if the parties hereto shall fail to agree as to what ought to be done or omitted with respect to any matter or thing, not specifically covered by the express provisions of this contract, but coming within the general scope and true intent and purpose hereof, such disagreement (except as aforesaid as to the prices to be paid for coal) shall be determined by arbitration; one arbitrator to be appointed by the Pennsylvania Company and the other to be appointed by the Operator; and the finding of such arbitrators, if they agree, shall be final and conclusive upon the parties hereto as to such controversy. In any case where arbitrators ought to be appointed hereunder, and either of the parties hereto shall neglect or refuse to appoint an arbitrator within ten days after being served by the other party with a request, in writing, to make such appointment, setting forth specifically the matter or thing to be submitted for arbitration, then the arbitrator appointed by the party not in default in making such appointment shall appoint an arbitrator for the party so in default, and the two arbitrators so appointed shall have the same power as though one of them had been appointed by each of the said parties. In case the two arbitrators chosen by any of the methods aforesaid shall disagree, they shall appoint a third arbitrator; and the decision of a majority of the three shall have the same force and effect as though the two arbitrators first appointed had agreed upon such decision as their finding. In case the two arbitrators so chosen by either method cannot agree and do not agree, and within five days after such disagreement do not select a third as above provided, then upon application of either party hereto such third arbitrator may be appointed by the president judge of the court of common pleas of Lackawanna County, in the State of Pennsylvania.

PERFORMANCE OF CONTRACT.

XII. The performance of this contract by the Pennsylvania Company is conditioned upon the performance by the Operator and other persons or corporations of a contract, bearing even date herewith,

GOVERNMENT EXHIBIT No. 202.—*Proposed agreement between Pennsylvania Coal Company and Dolph Coal Company, Ltd.*—Continued.

between the Pennsylvania Company, party of the first part, the Erie and Wyoming Valley Railroad Company, party of the second part, and the Operator and other parties, of the third part.

TERM OF CONTRACT.

XIII. It is further agreed by and between the parties hereto that this agreement shall be and remain in force for the term of fifty (50) years from the date hereof, unless sooner terminated by the entire exhaustion of the merchantable and mineral coal of the Operator.

This agreement shall inure to the benefit of and be binding upon the legal representatives and assigns of the parties hereto.

In witness whereof, the Pennsylvania Coal Company has caused this instrument to be executed under its corporate seal by its second vice-president, and the Operator has caused this instrument to be duly executed under ——— seal, the day and year first above written.

PENNSYLVANIA COAL COMPANY,

By ——— ———,

Second Vice-President.

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LARGE

FOR

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